

*Take care and stay safe this  
Christmas & New Year!*



## Contents:

- 3** *From the Chair... a monthly report* - the latest from Lynne and ADINJC
- 6** *Latest from NASP* - B+E correspondence & face coverings
- 10** *Latest .GOV* - all the latest COVID19 information
- 14** *Latest news from DVSA* - all the latest updates
- 21** *Latest news from DfT* - Safer travel guidance
- 22** *UK-first luminous road markings* - solution trialled in Portsmouth
- 24** *Expo 2022* - info and speakers for next year
- 27** *Latest news from II* - on their website featured recently
- 28** *ADI Adrian* - Adrian's views on various motoring issues
- 31** *Latest from First Car* - The future of hazard perception in VR
- 34** *Members' Corner* - A chance to have your say!

Follow us...



## Members News:

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### *My final report of this year:*

Looking back over the year I have to say that although I knew Covid would still be around and with us I hadn't seen this new variant coming and beginning to change our industry again. In England and Scotland face coverings are now mandatory in driving lessons and driver training except for motorcycles and in buses. In Wales face coverings are also compulsory in the same way as in England and Scotland. As I travelled around on my own lessons it had become apparent that pupils and some trainers were abandoning face coverings and it did feel too early for that, indeed one ADI that I spoke to recently admitted it was after giving up face coverings that he had contracted Covid himself. It's so important now to keep sanitising the car, using the face coverings and keeping ventilation in the car. Remember you must arrive at the test centre with face coverings on and a clean car with windows opened for ventilation as well. People arriving at test centres won't go out on test if they arrive without a mask and then put one on. There are some trainers and candidates exempt from wearing face coverings and they should be wearing a lanyard stating that, you can buy special lanyards quite cheaply on Amazon. I was really surprised by the length of time that DVSA took to get out the news on face coverings being mandatory as it was on the gov.uk website for over 4 days before we had a DVSA announcement and so as NASP we felt it important to get the message out to ADIs as we were concerned some would not know.

It's been a long and tiring year for many in the industry as we have been challenged to help so many candidates take and pass their tests whilst ourselves knowing that our pass rates are now being scrutinised for standards check prioritisation. My only hope is that the trigger points being used will be evaluated on a regular basis as some of them in my opinion are very questionable. As candidates return early without completing full test times the number of driver errors or faults will vary and that's why NASP has always maintained since the announcement of this prioritisation that it should be a trial and that during Covid was not good timing. I am hugely concerned for ADIs in the industry who depended on B+E for their main income and living and I hope the accredited course that is being planned begins to move on again, I've yet to see another planned meeting this year with DVSA and sadly time is moving on.

ADIs and PDIs that I speak to are rising to the challenges and helping as many pupils as possible but there is a limit to how many we can fit into already busy diaries. Being able to swap tests amongst our candidates is very useful to help avoid wasted slots but sadly we are now hearing of ADIs being on the booking line for over an hour in a queue and then sometimes being cut off at the last minute. We have asked DVSA if they can help to automate this and make it easier as it's a good way to avoid wasted slots, so far this has not been possible. Most ADIs really do an excellent job and should be applauded for their work during this Covid period.

### *Our Association Meeting:*

It was brilliant to be able to hold a face to face meeting this month for members: you can read the details in the minutes that we send out. Our speaker from the DVSA was John Sheridan, Driver Training Policy Manager and he explained that this was his penultimate ADI gathering, and that he would be stepping down from his position in March and would be conducting driving tests on a part time basis. He will be succeeded by Chris Howes, and he hoped he would be made as welcome at meetings as he had been over the last 37 years. He said he had enjoyed all his work at DVSA and said he thought that people who attended meetings should be proud as they are passionate about the industry and have an enthusiasm for CPD.

He said there are currently 38,365 ADIs on the register, 10,000 are grade A, 23,500 grade B, and 150 ADIs have been removed for failing 3 SCs, or for unprofessional behaviour or not complying with the fit and proper criteria. He said he had worked closely with John Rogers on support for SEN candidates, and a deaf support pack for ADIs and that he hoped this would go live next year. He said that he was hoping the CEO would influence a change of title from Enforcement Officers, which was something that came up this year at the Expo and started this suggestion. The date of our next Association meeting for your diary is Saturday March 5th at the Village Hotel in Walsall near junction 10 of the M6. This meeting is our AGM as well as our Association Meeting, so an important one for the NJC. Thanks to everyone who attended this latest meeting and we are aware some members couldn't attend due to the travelling so we will be holding some zoom meetings next year as well.

### *Speed of Sight our chosen charity:*

It's been a pleasure for NJC to support this charity that helps disadvantaged drivers with fun driving experiences. Thanks must go to our Charity Liaison Officer, Tina Cassady for her tireless work with the charity, well done Tina. On the day of the meeting we raised £165 for Speed of Sight and we have also sent £1,000 to the charity this year. It's great news that they are celebrating their 10th year and have helped so many people experience the joy from driving they thought they would never have. Their latest news is that 27 year old Nicolas Hamilton, the paternal half-brother of former Formula One World Champion Lewis Hamilton, is their latest Ambassador for the charity. He is a racing driver himself and competes in the British Touring Car Championship. He races with a specially modified car due to his cerebral palsy. You can read more about Speed of Sight and indeed become involved at [www.speedofsight.org](http://www.speedofsight.org)

I must also mention all the ADIs, including our own Sue Duncan and Tina Cassady who helped with the Big Learner Relay again this year to raise over £15,000. The event this year involved an App designed and produced by Dan Hill our GC member and Director of MyDriveTime which was a map in the shape of Pudsey that was used for the cars as a route. Well done and huge congratulations to the organisers and the ADIs involved.

### *Save these dates:*

We have 2 conferences and expos planned for next year with Intelligent Instructor so please do register and save the dates. These are:

**Conference and Expo SOUTH Sunday May 8th at Kempton Racecourse**

**Conference and Expo NATIONAL Sunday October 2nd at Heart of England Events Centre, Meriden.**

### *Training Dates:*

Andrew, our Head of Training, has done an amazing job during Covid to help keep our training going and as you will see further on into this newsletter there are plenty of new dates and courses to come. I'm attending the Mock Test Madness one myself as a delegate as I feel not sitting in the back on tests means I need an update on the test marking, so I'm looking forward to joining the course as a delegate for a change!

### *Finally:*

If you have enjoyed our newsletter you can receive both this and our newflashes for free by signing up on our website to become a LITE member, please do let other ADIs know about this. If you are a group member the changes to group membership will be emailed to you shortly so you can renew for 2022.

## From the Chair..... a monthly report



It's been a pleasure to continue as your chair in 2021 and I want to thank you all for your support as members and a huge thank you to the team on the committee for all their hard work during the year. It is with sadness I have to say that Parv Walling is leaving us as newsletter editor, she has done a tremendous job over the years at entertaining and informing us in her unique style. We look forward to Richard Spiers from our committee taking over from her.

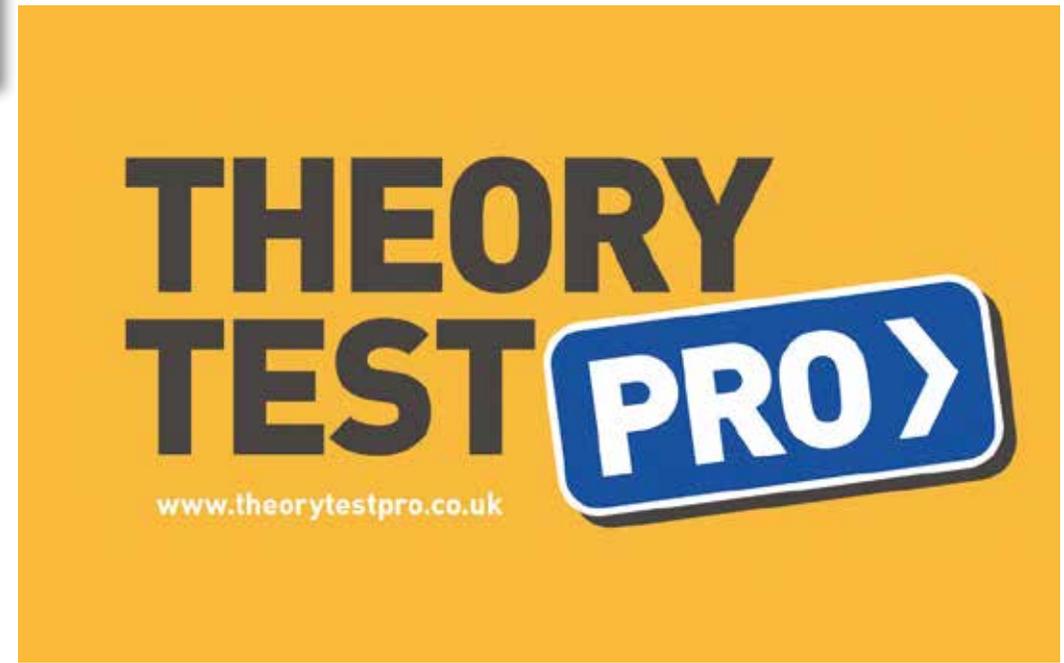
I wish those of you who celebrate it a good Christmas time and to all of you a very Happy, Healthy and Prosperous New Year.

Best wishes,

Lynne

Lynne Barrie - Chair

*The ADINJC is a national association run by ADIs on a not-for-profit basis. We work tirelessly to inform, represent and support our members, and to promote the interests of our profession.*





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## COVID variant - Omicron

Here you'll find some videos and also for those of you who may wish to read about the latest Omicron variant, some more in-depth articles: *(Click on title to view or read)*

*Coronavirus: Could tougher Covid rules be coming? - BBC Newsnight*

*CDC - Omicron Variant what you need to know*

*Emerging SARS-CoV-2 variants: shooting the messenger*

*COVID-19: Omicron variant may be 'milder' but its infection rate could be 'devastating', Tim Spector - lead scientist on the ZOE COVID study*

*Latest from ZOE COVID Study*

As of December 12th, ZOE estimates 82,362 new Covid cases in the UK (figures updated daily at 3pm)

*Dr. John Campbell on Youtube*

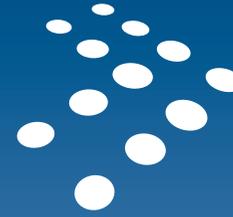
Our member David Allen recently sent in this youtube video based on the emerging news from South Africa, thanks David:

*Staying informed...*

Because this latest Omicron variant is bringing with it such rapidly changing news, please do keep checking your local and national news channels for the most up to date insights to ensure you are always informed. In reality, this is as much as you, your students and your wider communities can realistically do whenever/wherever possible to help curtail the virus from rapidly spreading which we know this particular strain is effectively doing already. We seem likely to be heading for Plan C as I'm writing up this newsletter.



## Driving tuition insurance that ticks all the boxes



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You should all be receiving the latest ADINJC and NASP newsflashes from our very own beyond superhuman Secretary/Caped Crusader Sue! To ensure you're keeping up with all the latest developments, please visit [www.n-a-s-p.co.uk](http://www.n-a-s-p.co.uk) the online home of the steering group for national approved driving instructor associations. This is where you'll find the latest NASP guidelines, DVSA Standard Operating Procedure, Q and A with DVSA and much more. Lynne our Chair is now also chairing NASP until 31st December and then Carly Brookfield CEO, DIA takes over for the next 6 months.

### 16th November 2021 - NASP letter to MPs on B+E vote

NASP and NTTA sent a letter to key Ministers and MPs in advance of the vote on the removal of B+E testing in a last ditch attempt to get this reversed. You can read the letter [here](#):

We also asked you to give support to this action by sending the letter below to your own MP: <https://www.parliament.uk/about/contacting/mp/>

Dear

*Make a more informed vote on removing the requirement for car drivers to take additional test to tow a trailer. Use your vote to keep our roads safe. This week you will be asked to vote on an amendment to a statutory instrument which will allow for the removal of a need for a specific test for car drivers towing a vehicle. The Motor Vehicles (Driving Licences) (Amendment) (No. 2) Regulations 2021 will remove the requirement for drivers who hold a category B licence, namely for driving a car, to take a separate car and trailer- category B + E - test before they can drive a vehicle combination in that class. Previous details and debates on this amendment can be found [here](#).*

*These proposed amendments result from the consultation which took place earlier this year 'Changes to HGV and bus driving tests and allowing car drivers to tow a trailer without an extra test' (published August 10th 2021). Whilst there is an acknowledged need to expedite the LGV and bus driver licensing process - largely achievable through the removal of staging which the Motor Vehicles (Driving Licences) (Amendment) (No. 4) Regulations 2021 facilitates - driver training industry, trailer safety and wider road safety stakeholders are lobbying in particular against The Motor Vehicles (Driving Licences) (Amendment) (No. 2) Regulations 2021 which would allow the removal of a requirement for car drivers to tow a trailer without the need for an additional test. Since these proposals were first made important road safety concerns has been voiced. We have previously written to both ministers and MPs to highlight both the increased road risks and the economic impact on the B+E training industry the removal of a requirement to test car drivers who wish to tow would have (a copy of this correspondence is [available here](#))*

*In addition to raising crucial road safety concerns about these changes, we now also challenge the rationale for the amendment to The Motor Vehicles (Driving Licences) (Amendment) (No. 2) Regulations 2021 as being designed to free up further LGV testing capacity. As a basis of this challenge we would highlight that LGV test supply has now increased, actual demand has not met forecast, leading to surplus LGV tests being currently available in most areas of the UK. Regardless of the challenges DVSA had in resourcing driver and rider testing, and the forecasts made around need for LGV tests, at the time these proposals were made (and the consultation took place) the overwhelming road safety risk inherent in not requiring inexperienced car drivers to take a test which is designed to assess their competency and safety before letting them loose on our roads should still have given cause for grave concern - and much deeper consideration and consultation with the relevant stakeholders. It is also important to note that the veracity of the overall public consultation on this matter is to be challenged as it closed before key driver training and towing safety stakeholders could effectively respond, and as a result the balance of*



*response seems more weighted towards concerns over the recruitment and deployment of lorry drivers than road safety. This particular element of the proposals (removing the requirement for car drivers to undertake an additional test) was a misguided one at the time the consultation took place but subsequently seen in the context of the progress of DVSA's recovery and increasing capacity of testing services, the need to dispense with B+E testing for car drivers to free up examiner resourcing elsewhere appears less warranted now. Especially coupled with the less than expected actual demand for LGV tests. Driver testing capacity has increased exponentially since this consultation took place and capacity for both vocational and other testing has improved to the point that multiple tests are now freely available each week in many regions of the UK. Imagine how maddening it is for B+E trainers, who may also train in LGV and bus categories, being offered spare test slots, or seeing considerable capacity in the booking system, at the same time as they are being told they will lose B+E business because the same agency can no longer spare the examiner capacity to provide those tests? B+E testing for car drivers amounts to, on average, 30,000 tests per annum - this equates to roughly 1.7% of driving tests taken each year. It is not a huge amount of tests to resource - even given the special circumstances these tests take place in (i.e. they are normally conducted at vocational test centres, this could be potentially reviewed to understand how these tests could be conducted in a more flexible and efficient manner - i.e. more examiners deployed to candidate's location, or to more local B+E training centres where the candidate will have inevitably undertaken training and which many trainers would be happy to facilitate). Figures from Highways England show around 4,000 accidents a year involved trailers of one description or another. That's an average of just under 11 accidents per day. And these are just the accidents which occur on the strategic road network (SRN), these figures do not include the hundreds of incidents which take place on rural and urban roads each week. Such incidents constitute a serious risk to road users, but equally have a tangible financial impact when you consider the cost of hold ups, recovery, road repair etc, when vehicles crash or overturn due to driver error. Many trailer safety, and wider road safety stakeholders in the UK (and across Europe), have expressed severe concerns at the move to create further risk in towing by not requiring testing, which brings with it the accompanying risk drivers will not undertake any training in towing safely at all once a requirement for testing is removed. DVSA has talked up a new accredited trailer training scheme to mitigate the risks of removing a testing requirement. The reality is that, although we have supported and significantly contributed to these discussions so far, progress is slow and a new scheme is not ready in time for testing being halted, nor do we see such a DVSA led scheme being available in a timely manner. Concerned about the critical gap this will cause, NASP and NTTA have taken it upon themselves to work together to map out a new holistic training and testing framework (designed to educate drivers about the risks of the towing, how to mitigate them and offering formal assessment routes) which can be readied for launch imminently and which has the support of wider towing stakeholders in the leisure, animal transport and plant towing sectors. We have highlighted to DVSA that this scheme is virtually 'good to go' and has industry and stakeholder backing but the preference of the agency appears to be to forge on with even more discussion and a possible lengthy procurement process - all of which will take further time and widen the road safety gap. We are happy to discuss our scheme with stakeholders minded to focus on a more agile approach, one which is also accessible and engaging to both training providers and drivers and includes incentives such as reductions in insurance premiums for drivers engaging in training and assessment. However, whilst developing a new and more consistently adopted national training scheme for towing is a worthy goal regardless, the biggest issue remains that removing a statutory requirement for a test for car drivers means many will now not engage in any form of training and there will be no barrier to inexperienced and untested drivers taking to the roads towing often unstable and unsafe loads, or unable to adjust their driving to accommodate towing creating the opportunity for further accidents. It is also not unreasonable to ask whether DVSA is indeed capable of continuing to provide B+E tests to car drivers (albeit reviewing how they may do this more efficiently via the use of delegated examiners or looking at pragmatic solutions such as allowing the market to provide a mandatory test) to mitigate the risk of incompetent and unsafe drivers taking to our roads and risking injury or worse to themselves, other road users or any animals they may be transporting. Indeed, we'd point to the amount of unsold LGV*



tests that are getting wasted every week as there are not enough drivers coming through for testing. We'd ask those MPs voting on this motion this week to weigh the road safety risk of not requiring car drivers to take an additional B+E test at all against the decreasing risk of insufficient DVSA testing capacity - as well as considering whether a rush to put lorry drivers on our roads is more important than the lives of other road users. Please consider carefully how you will vote on this amendment and ensure your vote supports road safety overall.

Yours sincerely

**Carly Brookfield - On behalf of the National Associations Strategic Partnership & The National Trailer and Towing Association**

**Terry Bassingthwaighe ADI. Vice Chairman. National Trailer & Towing Association (NTTA).**

## 25th November 2021 - NASP update on B+E

You will be aware that NASP and NTTA have been writing to Ministers and the APPG (All-Party Parliamentary Groups) with their concerns about B+E. Below is the latest letter which challenges attempts to introduce a new Statutory Instrument.

Driver training and trailer safety bodies raise concern at government plans to introduce Draft legislation: ***The Motor Vehicles (Driving Licences) (Amendment) (No. 5) Regulations 2021***

You will hopefully have received our letter of 16th November reflecting both the driver training and trailer safety sectors concerns over the proposed The Motor Vehicles (Driving Licences) (Amendment) (No. 2) Regulations 2021. We note that, given that (Amendment) (No. 2) was not passed by parliament last week, there is now an attempt to lay a new draft statutory instrument, namely, The Motor Vehicles (Driving Licences) (Amendment) (No. 5) Regulations 2021 before parliament, again designed to remove the requirement for car drivers to take another test to tow a trailer or caravan. The same arguments and challenges we raised in our letter of last week (and driver training, trailer safety and wider road safety stakeholders have been raising this since the proposals to remove the requirement for a separate B+E test were first aired) stand in the face of this latest proposed statutory instrument (SI). Those being, quite simply, that:

- The rush to deliver more lorry drivers to our roads cannot be at the cost of road safety and human lives
- The demand for LGV testing is simply not manifesting as forecast
- Hundreds of LGV tests are already available each week and DVSA testing capacity is improving week by week (2,578 vocational slots available across the UK week ending 19th November, with 321 unsold slots the previous week – source DVSA)
- LGV trainers are feeding back to us that demand for training is still inconsistent with need which means that for some time to come there will inevitably still be more supply of LGV tests than demand for them - unless there is a better response to efforts to expedite recruitment of LGV drivers than we have seen so far.
- Removing B+E testing requirements for car drivers will mean far less will engage in specific training to tow safely

- We would also question the government seeking to make use of the urgency procedure under paragraph 14(6) of schedule 8 to the European Union (Withdrawal) Act 2018. Given the current situation of LGV test supply outstripping demand, and forecasts that recruitment of new drivers will remain challenging for some time to come, we are of the opinion that the urgency is not quite merited
- DVSA could look at better ways of delivering more testing capacity, in more flexible ways, working with the market in order to maintain mandatory testing in areas where it is felt there is a greater road safety risk. For example, they could use bodies which hold DVSA accreditation to carry out driver and rider testing and can supply additional testing capacity on an ongoing basis - including B+E. Another key question/challenge we would raise is that, whilst we recognise the need to expedite the licensing process for LGV, bus and coach drivers, in their enthusiasm for and creativity in drafting new/amending existing SIs (whenever they are thwarted in other amendments to aid this apparent aim of getting more freight on our roads), we cannot understand why government does not focus their efforts solely on amendments/drafting new SIs which solely support that aim – that of expediting LGV, bus and coach driver licensing. It is not too facile to suggest that amendments to existing legislation/new draft SIs could be developed which exempt LGV and other vocational drivers from having to have an additional 'towing' test - but still mandate car drivers are tested. It is arguable that LGV, bus and coach driver trainees will have already been given more intense training in the risks of driving larger vehicles and transporting loads and have experienced more recent exposure to any form of driver training, so the risks of expediting their ability to tow loads (by exempting them from a separate test) could be seen as less. Removing the need for car drivers to take a separate test would allow an individual who has probably not undergone any recent driver training/refreshers since their original Category B licencing (making their road risk greater – coupled with the fact that LGV, bus and coach training, with the accompanying CPC requirements, is deemed to be more rigorous) to take to the roads with no additional training or assessment of competency and safety, and allow them to start towing quite considerable loads cannot be in the wider interests of public safety. The overwhelming road safety risk inherent in not requiring inexperienced towing drivers to take a test before letting them loose on our roads is still a cause for grave concern. And let us not forget that this concern is accompanied by the very real risk that without the requirement of a test, there will be no real incentive for drivers to engage in any training. – including engaging in DVSA's proposed accredited scheme. This latest draft statutory instrument (The Motor Vehicles (Driving Licences) (Amendment) (No. 5) Regulations 2021) does nothing to allay those very real road safety concerns, indeed it deepens them, as it underlines the government's wont to push a blanket instrument through at great speed - and at any cost.

We would be grateful if you could take on board the above concerns and challenges - and consider whether you can in all conscience support the government in this latest attempt to use supply chain challenges /challengeable DVSA testing resource issues as reason for the blatant disregard of road safety.

**Carly Brookfield - On behalf of the National Associations Strategic Partnership & The National Trailer and Towing Association**

**Terry Bassingthwaighe ADI. Vice Chairman. National Trailer & Towing Association (NTTA).**



**Reach out to us on the following telephone numbers:**

Peter our friendly treasurer can be reached on our usual ADINJC helpline - **0800 8202 444**. He loves to hear from you so please don't be a stranger where he's concerned!

Sue our Secretary's number is **07855 453414**

HMRC Helpline: **0800 0159 559**

Citizens Advice Bureau - <https://www.citizensadvice.org.uk/health/coronavirus-what-it-means-for-you/>

Samaritans helpline - call free on **116 123**

**ADINJC Talk Line**

As we've all made the much anticipated return to work, whatever happens as we continue to make our way through this, please don't struggle on your own. If you do find yourself worrying or being in isolation for example, we have lovely volunteers to talk to at the NJC talk line. Please do feel free to get straight in touch with us and we will put you in contact with these wonderful people who have offered to be available in case anyone needs them. As you'd expect, all calls will be treated in the strictest of confidence.

*Can't emphasise the talk line enough, it's there for you as are we.*

**ADINJC Business Support Line**

Our Business Support Line is still very much open to anyone who feels they need help. If you're an ADI, PDI, franchisee or independent instructor and need some business ears to really listen to you, please do not hesitate to call Matt Stone our Deputy Chair on **07900 225502** or Stewart Lochrie our Scottish Ambassador on **07791 559318**



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**England is moving to Plan B in response to the risks of the Omicron variant**

COVID-19 remains a serious health risk. You should stay cautious to help protect yourself and others <https://www.gov.uk/coronavirus>

- Wear a face covering in most indoor public places and on public transport
- **Get tested** and self-isolate if required
- Work from home, if you can
- **Get vaccinated**
- Let fresh air in if you meet indoors. Meeting outdoors is safer

**Find out how to stay safe and help prevent the spread**

It is still possible to catch and spread COVID-19, even if you are fully vaccinated

Omicron the current COVID-19 variant of concern is circulating across the UK and with abilities to spread more easily from person to person, it is advisable especially in light of continued relaxed social distancing measures, to keep checking your local and national news channels for the latest information on this and other variants.

**'Stop COVID-19 hanging around' - Let air in... Click to read**

- Open windows for 10 minutes each hour when socialising indoors
- New research reveals how only a third of the public understand importance of ventilation

**NHS COVID Pass**

**How to get the NHS COVID Pass and demonstrate your coronavirus (COVID-19) status when travelling abroad and domestically at events and venues in England.**

**Book or manage a booster dose of the coronavirus (COVID-19) vaccine**

Latest JVCi guidance below (is now in full swing:)

The NHS is working on plans to offer:

- a booster dose to everyone aged 18 to 39 years old
- a booster dose to people aged 16 years old and over with a severely weakened immune system
- a 2nd dose to all children aged 12 to 15 years old who are not already eligible

[Click here to go to booking page](#) or [here](#) to find a walk-in coronavirus (COVID-19) vaccination site -

**Coronavirus (COVID-19) vaccines - COVID-19 booster dose**

A booster dose of the COVID-19 vaccine is available on the NHS for people most at risk from COVID-19 who have already had 2 doses of a vaccine.

[Find out more about the COVID-19 booster dose](#)

**Coronavirus (COVID-19) vaccines side effects and safety - Click to read**

You should get tested for COVID-19, this includes:

- Arrange to have a PCR test - [Click here](#)
- Participating in surge testing in your local area - [Click here](#)
- **Get regular rapid tests** if you do not have symptoms of coronavirus (COVID-19)
- Arranging a testing or managed quarantine package if you plan to travel to red or amber list countries. [Click for further details.](#)

You should self-isolate immediately if you have *symptoms* or a *positive test result for COVID-19*.

**(COVID-19): Getting tested**

[Guidance on coronavirus testing](#), including who is eligible for a test and how to get tested.

**Get a free PCR test to check if you have coronavirus (COVID-19)**

<https://www.gov.uk/get-coronavirus-test>

**If you live in an area receiving an enhanced response to COVID-19**

The government will work with local authorities in areas which need an enhanced response to COVID-19 to avoid the NHS facing unsustainable pressure. It is particularly important for people living in these areas to follow the guidance on this page which will help to reduce the spread of COVID-19 and to help protect yourself and others. Enhanced Response Areas will also receive additional targeted support, such as surge testing and logistical resources to maximise vaccine uptake, for a 5 week period. If you live in one of the affected local authority areas, you should read the local COVID-19 information and advice for your area:

- Cambridgeshire and Peterborough - [Click here](#)
- Suffolk - [Click here](#)

**Face coverings**

When and where to wear them and how to make your own [click here](#).

**From 14 December**

Fully vaccinated contacts of someone with COVID-19 should take rapid lateral flow tests every day for 7 days. If you test positive or develop symptoms, you need to self-isolate for 10 days.

**Guidance from NHS**

Long COVID - [long term effects](#)

Your COVID recovery - <https://www.yourcovidrecovery.nhs.uk>

[Sign up to get e-mail alerts](#) about everything published on GOV.UK about Coronavirus (Covid-19)

[Sign up to get e-mail alerts](#) on everything published about driving and motorcycle tests on [GOV.UK](#)

**Check links below for updated guidance on GOV.UK for theory tests, driving tests and instructor guides for England, Wales and Scotland:**

**Theory tests**

- [Theory Test](#)
- [Driver CPC Part 1 Theory Test](#)
- [Motorcycle Theory Test](#)
- [ADI Part 1 Test](#)
- [DVSA Enhanced Rider Scheme Trainer](#)

**Driving tests**

- [Driving tests](#)
- [Car Trailer Driving Test](#)
- [Driver CPC Part 3 Driving Test](#)
- [Motorcycle tests](#)
- [Driving tests for tractors and specialist vehicles](#)
- [ADI Part 2 Test](#)
- [ADI Part 3 Test](#)

**Instructor guidance**

Detailed guides from industry groups:

- [NASP Coronavirus advice](#)
- [MCIA Guidance](#)
- [LVG Return to Work Guidance](#)

**Please keep checking your local and national news channels for the very latest information on COVID-19**

All of Wales is at alert level 0. Read the current guidance. <https://gov.wales/alert-level-0>

## Chief Medical Officer for Wales

Statement on 21 day COVID-19 review: 9 December 2021

## First Minister, Mark Drakeford MS

Written Statement: Review of the Health Protection (Coronavirus Restriction) (No.5) (Wales) Regulations 2020

## Booster best shot to protect against new variant.

The First Minister is urging everyone to have their COVID-19 booster vaccine as he warned Wales is facing a new wave of infections caused by the Omicron variant.

### Help keep Wales safe:

- get **both of your jabs** and booster when invited
- limit your contacts
- do a lateral flow test before seeing others
- get **tested and self-isolate if you have symptoms**
- outdoors is safer than indoors
- keep your distance when you can
- wash your hands
- wear a **face covering**

## Recent and upcoming changes

From Monday 15 November

If you are over 18, you must show the **NHS COVID pass** to enter theatres, cinemas and concert halls.

From Monday 27 December

Nightclubs will close. 2m rule on social distancing in offices & extra measures to protect customers and staff. <https://gov.wales/staying-safe-christmas>

## Eligibility for the vaccine

Find out **who can get the vaccine in Wales** and where to book on the Public Health Wales website.

## Tests required for travel to Wales

From 4am on Tuesday 7 December anyone aged 12 and over must show a negative PCR or lateral flow test result before travelling to Wales from abroad. You must take the test no more than 48 hours before you travel to Wales. You must also take a PCR test within 2 days of arriving and self-isolate until you get a negative test result, even if you're fully vaccinated.

[Check the rules for international travel to and from Wales.](#)

## New rules in response to Omicron variant

All staff and students in secondary schools, colleges and universities should wear a face covering indoors where social distancing is not possible. If you're a contact of someone who may have been infected with the Omicron variant, you must self-isolate for 10 days, regardless of your vaccination status or age.

## Booster vaccines

People aged 40 to 49 will be invited to have their booster vaccine. Your health board will contact you when it's your turn.

## Vaccinations for 12 to 17 year olds

All young people aged 16 and 17 will be invited to have their second vaccine from 12 weeks after their first dose. All young people aged 12 to 15 **can contact their health board if they have not received their first dose.**

## Updates on self-isolation

What you should do if you have COVID-19 symptoms, have tested positive, or have been in contact with somebody who has COVID-19.

**Self-isolate and get a test** if you or anyone in your household has symptoms.

<https://gov.wales/check-your-symptoms-see-if-you-need-coronavirus-medical-help>

<https://gov.wales/getting-tested-coronavirus-covid-19>

<https://gov.wales>

<https://gov.wales/unlocking-our-society-and-economy-wales-roadmap-published>

<https://gov.wales/publications>

<https://phw.nhs.wales>

<https://gov.wales/coronavirus>

<https://gov.wales/coronavirus-travel>

### More information

<https://gov.wales/financial-support-for-individuals>

<https://gov.wales/self-isolation-support-scheme>

### Political and Business news links:

[https://www.bbc.co.uk/news/wales/wales\\_politics](https://www.bbc.co.uk/news/wales/wales_politics)

<https://www.bbc.co.uk/news/topics/c52ew8q50z2t/wales-business>



**Richard Spiers - our Welsh Ambassador**

Please feel free to contact Richard directly on

07908 768722 or [richspiars@icloud.com](mailto:richspiars@icloud.com)



## Living safely for us all.

Follow the rules and guidance on how to stay safe and help prevent the spread of COVID-19. <https://www.gov.scot/publications/coronavirus-covid-19-staying-safe-and-protecting-others/>

### To help protect yourself and others:

- [get the vaccine](#) or the [vaccine booster](#)
- if you don't have symptoms take a [lateral flow tests](#) test each time before you visit someone in a hospital or care home or before mixing with other people
- think carefully about unnecessary contacts with other people, especially in crowded places – it would be sensible to postpone work Christmas parties [wear a face covering where required](#)
- if you have symptoms - [self isolate and book a PCR test](#)
- wash your hands regularly, and cover your nose and mouth if coughing or sneezing
- open windows when meeting indoors
- if you can, keep your distance from people not in your group
- work from home if possible
- use the apps: [COVID status](#) (vaccine passport), [Protect Scotland](#) and [Check-in Scotland](#)

## From 14 December

You should reduce social contact as much as possible by meeting in groups of no more than 3 households.

## Tests required for travel to Scotland

From 4am on Tuesday 7 December anyone aged 12 and over must show a negative PCR or lateral flow test result before travelling to Scotland from abroad. You must take the test in the 2 days before you travel to Scotland. You must also take a PCR test within 2 days of arriving and self-isolate until you get a negative test result, even if you're fully vaccinated.

[Read guidance on international travel to Scotland.](#)

## Booster vaccines

People aged 40 to 49 can now get a booster vaccine 6 months after their second dose.

[Find out more about the booster vaccine on NHS Inform.](#)

## Vaccinations for young people

All young people aged 12 to 17 are invited to book an appointment or can attend a drop-in clinic to get their vaccine.

[Find out more about vaccinations for young people on NHS Inform.](#)

## More useful links

[Things you can do to help clear your head](#)

[Guidance](#)

[Daily data for Scotland](#)

[Travel and Transport](#)

## More information

You can find what [financial support is available](#)

[NHS Scotland Test and Protect App](#)

<https://www.gov.scot/coronavirus-covid-19/>

<https://www.gov.scot/publications/coronavirus-covid-19-framework-decision-making-scotlands-route-map-through-out-crisis/>

<https://publichealthscotland.scot>

## Political and business news links:

[https://www.bbc.co.uk/news/scotland/scotland\\_politics](https://www.bbc.co.uk/news/scotland/scotland_politics)

[https://www.bbc.co.uk/news/scotland/scotland\\_business](https://www.bbc.co.uk/news/scotland/scotland_business)



## Stewart Lochrie - our Ambassador for Scotland

Please feel free to contact Stewart directly on [07791 559318](tel:07791559318) or via email on [admin@caledonianldt.com](mailto:admin@caledonianldt.com)





**Coronavirus (COVID-19) regulations guidance:** what the restrictions mean for you

**Regulations updated on 10th December**

The regulations are available on the Department of Health website:

[The Health Protection \(Coronavirus, Restrictions\) Regulations \(Northern Ireland\) 2021](#)

**Get a COVID-19 vaccination and booster in Northern Ireland**

Health and Social Care (HSC) Trust vaccination hubs across NI are available for first and second COVID-19 vaccine doses to everyone aged 12 and over, as well as booster doses to those who are currently eligible. GPs and participating pharmacies are also providing boosters for those currently eligible, while pharmacies are available for first and second COVID-19 vaccine doses to everyone aged 18 and over.

**Make safer choices - Location, Proximity, Time**



Although many coronavirus restrictions have eased, regulations and guidance remain in place to help stop the spread of COVID-19. Continue to protect yourself and others. By making safer choices and following public health advice, you can help lower the spread of COVID-19 in the community.

**Tests required for travel to the UK**

From 4am on Tuesday 7 December anyone aged 12 and over must show proof of a negative PCR or lateral flow test result before travelling to Northern Ireland from abroad. You must take this test in the 2 days before you travel to Northern Ireland. All travellers must then take a PCR test within 2 days of arriving and self-isolate on arrival. If fully vaccinated, and the day 2 result is negative, you can leave isolation. Anyone not fully vaccinated must self-isolate for a full 10 days and take a second PCR test on day 8 after arrival. [Read travel advice for Northern Ireland.](#)



**Booster vaccines**

People aged 40 to 49 can now get a booster vaccine 6 months after their second dose. They will get their booster at a Health and Social Care Trust vaccination hub or community pharmacy. People aged 30 and above can get their booster dose 3 months after their second vaccine dose at an HSC walk-in vaccination hub.

**Vaccinations for young people**

All young people aged 16 and 17 will soon be able to book their second vaccine from 12 weeks after their first dose at an HSC Trust vaccination hub. All young people aged 12 to 15 can get a first vaccine through the school-based vaccination programme or at an HSC Trust vaccination hub. Find out more about [how to get vaccinated in Northern Ireland.](#)

Do your part to keep yourself and others healthy:

- **book a test** and **self-isolate** for 10 days if you have COVID-19 symptoms
- get a PCR test if you've been identified as a close contact and **self-isolate** if you haven't been fully vaccinated
- wash your hands
- wear a **face-covering**
- keep your distance from others
- limit your contacts
- avoid large gatherings and busy places
- spend time outdoors rather than indoors
- don't travel to or from places with higher COVID-19 infection rates

**Latest information on driver theory and practical testing:**

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-and-motoring>

**Get the Stop COVID NI contact tracing app**

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-stop-covid-ni-proximity-app>

**Book a test**

<https://www.nidirect.gov.uk/forms/should-i-get-tested-coronavirus-covid-19>

**Face coverings - 'wear one for everyone'**

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-face-coverings>

**Testing and contact tracing - 'Test, trace, protect'**

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-testing-and-contact-tracing>

<https://www.nidirect.gov.uk>

<https://www.publichealth.hscni.net>

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-overview-and-advice>

**Political and business news links**

[https://www.bbc.co.uk/news/northern\\_ireland/northern\\_ireland\\_politics](https://www.bbc.co.uk/news/northern_ireland/northern_ireland_politics)

[https://www.bbc.co.uk/news/northern\\_ireland](https://www.bbc.co.uk/news/northern_ireland)

You'll find the latest updates regarding DVSA via [www.n-a-s-p.co.uk](http://www.n-a-s-p.co.uk)  
There is also a 'latest' section from NASP in this newsletter.

## Face Coverings

With regard to the wearing of face coverings on test, we received the following comment from Mark Magee, DVSA Head of Driver Policy:

We have issued further communication to our examiners in relation to exempt ADIs making clear that they should ask the ADI if they're aware of the legal requirement to wear a face covering on lessons. If the ADI is exempt, the test should go ahead, with the examiner continuing to follow the SOP to mitigate the risk. Examiners should not seek evidence of the exemption from the ADI. With regards an ADI inadvertently forgetting to put their face covering back on, we must remember that the requirement has been introduced to protect the various occupants that may be in the vehicle throughout the day and that this equally applies to lessons. For consistency, we are adopting the same stance as in Scotland where a test will not go ahead unless the ADI declares they're exempt from wearing a face covering.

## ORDIT

We had some trainers who thought that ORDIT was not re-opening, and received the following from Jacqui Turland, Registrar, in clarification:

Those who have pre-paid have been contacted to ask if they still wish to go ahead with an assessment and examiners are starting to schedule appointments. Clearly it will take a little while to provide assessments to all that want them. So it is re-opening but may not happen as quickly as people would like.

## Driver testing services – face covering legal requirements in Wales

From Saturday 11 December 2021, face coverings will be a legal requirement during professional car driving lessons and practical tests in Wales unless an individual is exempt. This follows the Welsh Government's update on 10 December about restrictions in response to the COVID-19 pandemic. Wearing a face covering can reduce the risk to others and yourself against the spread of infection because they cover the nose and mouth, which are the main confirmed sources of transmission of the virus that causes COVID-19 infection (COVID-19). Further information, including on how to safely wear a face covering can be accessed on [GOV.WALES](http://GOV.WALES)

## Driving lessons in Wales

From tomorrow (Saturday 11 December 2021) it will be a legal requirement for you and your pupils to wear a face covering during a driving lesson in Wales unless you or your pupil is exempt. You need to let your pupils know about this change.

You should also ensure good ventilation during lessons and clean your vehicles before each lesson to help prevent the spread of the virus. Regular hand hygiene is also recommended. Face coverings are not required for private practice with family or friends. Your candidates can check the advice on keeping themselves and others safe in [the coronavirus \(COVID-19\) guidance](#).

## Driving tests in Wales

Your pupils must continue to tell us if they are exempt from wearing a face covering when they book their test. This will allow us to arrange for their test to be carried out by an examiner who has

volunteered to test candidates who are exempt from wearing a face covering. If you have made the booking on behalf of your pupil you will need to do this if required. Your pupil's test will not take place without a face covering if they do not tell us they are exempt ahead of their test. We will be contacting everyone with a practical test booking in Wales to confirm this. If you booked a test for your pupils, you need to let them know about these changes. You should also wear a face covering when travelling with a pupil to a driving test, unless you are exempt. We will not allow the test to take place if we see an instructor or their pupil not wearing a face covering whilst sharing a vehicle before the test. If this happens, the examiner will speak to both the instructor and pupil to determine why they were not wearing a face covering. The DVSA requirement to present a clean car that has been ventilated also remains.

## Instructor tests in Wales

You must continue to tell us if you are exempt from wearing a face covering when you book a practical instructor test. Your test will not take place without a face covering if you do not tell us that you are exempt ahead of your test. We will be contacting everyone with a practical instructor test booking in Wales to confirm this. As with driving tests you must also wear a face covering when travelling to a driving test, unless you are exempt.

## Test centre waiting rooms in Wales

In general, the risk of catching or passing on COVID-19 is higher:

- in crowded spaces, where there are more people who might be infectious
- in enclosed indoor spaces where there is limited fresh air

We encourage you to keep your distance and you must wear face coverings in our waiting areas in Wales, to help reduce the spread of the virus.

## Taking rapid lateral flow tests

We continue to encourage your pupils to take a rapid lateral flow test in the 48 hours before their driving test.

## Rapid lateral flow testing is currently being offered in Wales to people who do not have symptoms.

It is strongly advised that you use regular rapid testing to help manage periods of risk, such as close contact in a car or when spending prolonged time with a person who you do not live with. Around 1 in 3 people with COVID-19 do not have any symptoms. This means they could be spreading the virus without knowing it. Testing twice a week increases the chances of detecting COVID-19 when a person is infectious – helping to make sure you do not spread COVID-19 to others.

## Theory test services – change to face covering legal requirements in England

Face coverings are now mandatory for your pupils during a theory test in England, unless they are exempt, under new temporary regulations. This follows the Government's announcement to make face coverings a legal requirement in more indoor public settings in England to respond to the spread of UK cases of the Omicron variant of coronavirus (COVID-19).

[The full list of exemptions is on GOV.UK.](#)

## Theory test changes

Wherever possible, theory test candidates in England should let us know in advance if they are exempt so that we can make arrangements for them. They can do this by calling our dedicated theory test face coverings exemption phone line [0115 6713129](tel:01156713129) or emailing [TTcovidsupport@dvsa.gov.uk](mailto:TTcovidsupport@dvsa.gov.uk) titled 'Face Covering Exemption - Theory Test' and include their test booking reference, licence number and contact details.



If candidates cannot let us know in advance, we will do our best to accommodate them on the day of their test. They may be asked to wait until a private room becomes available to protect the health of other candidates and test centre employees. If a room is not available or the candidate cannot wait, the test will be cancelled and refunded. They can then contact us using the details above to rearrange their test for as soon as possible. Please help us get this message to your candidates by making them aware of this change.

### Driving lessons and tests in England

It is still a legal requirement for you and your pupils to wear a face covering during a driving lesson unless you or your pupil is exempt. Your pupils must also continue to tell us if they are exempt from wearing a face covering when they book their driving test. Your pupil's practical test will not take place without a face covering if they do not tell us they are exempt ahead of their test.

### Before a driving test

You should continue to wear a face covering when travelling with a pupil to a driving test, unless you are exempt. We will not allow the test to take place if we see an instructor or their pupil not wearing a face covering whilst sharing a vehicle before the test unless they are exempt. Please inform your pupils of this change. If this happens, the examiner will speak to both the instructor and pupil to determine why they were not wearing a face covering.

Candidates will lose their fee if their test cannot take place under these circumstances.

### Test centre waiting rooms

You should keep your distance, wear face coverings and practice good hand hygiene in our waiting areas in England to help reduce the spread of the virus.

### Lateral flow testing

In line with Government guidance, before travelling to a theory or practical test, we would encourage you and your pupil to take a COVID-19 rapid lateral flow test if you or they do not have symptoms. They are free and you get a result 30 minutes after taking the test. Getting tested regularly is the only way to know if you have the virus. If people test positive and self-isolate, it helps stop the virus spreading.

[Order your test on GOV.UK](#)

### Driver testing services – face covering legal requirements in England

Face coverings are now mandatory for you and your pupils during professional driving lessons and practical tests in England, unless you are exempt under new temporary regulations. This follows the Government's announcement to make face coverings a legal requirement in a range of indoor public settings in England to respond to the emergence of UK cases of the Omicron variant of coronavirus (COVID-19).

Wearing a face covering can reduce the risk to others and yourself against the spread of infection because they cover the nose and mouth, which are the main confirmed sources of transmission of the virus that causes COVID-19 infection (COVID-19). [The full list of exemptions is on GOV.UK.](#)

### Driving lessons in England

It is a legal requirement for you and your pupils to wear a face covering during a driving lesson unless you or your pupil is exempt. You need to let your pupils know about this change.

You should also ensure good ventilation during lessons and clean your vehicles before each lesson to help prevent the spread of the virus. Regular hand hygiene is also recommended.

Face coverings are not required for private practice with family or friends. Your candidates can check the advice on keeping themselves and others safe in [the coronavirus \(COVID-19\) guidance](#).

### Driving tests in England

Your pupils must continue to tell us if they are exempt from wearing a face covering when they book their test. This will allow us to arrange for their test to be carried out by an examiner who has volunteered to test candidates who are exempt from wearing a face covering. If you have made the booking on behalf of your pupil you will need to do this if required. Your pupil's test will not take place without a face covering if they do not tell us they are exempt ahead of their test. We will be contacting candidates with a practical test booking in England to confirm this. If you booked a test for your pupils, you need to let them know about these changes. You should also wear a face covering when travelling with a pupil to a driving test, unless you are exempt. We will not allow the test to take place if we see an instructor or their pupil not wearing a face covering whilst sharing a vehicle before the test. The DVSA requirement to present a clean car that has been ventilated also remains.

### Instructor tests in England

You must continue to tell us if you are exempt from wearing a face covering when you book a practical instructor test. Your test will not take place without a face covering if you do not tell us you are exempt ahead of your test. We will be contacting everyone with a practical instructor test booking in England to confirm this. As with driving tests you must also wear a face covering when travelling to a driving test, unless you are exempt.

### Test centre waiting rooms in England

In general, the risk of catching or passing on COVID-19 is higher:

- in crowded spaces, where there are more people who might be infectious
- in enclosed indoor spaces where there is limited fresh air

We continue to encourage you to keep your distance, wear face coverings and practice good hand hygiene in our waiting areas in England to help reduce the spread of the virus.

### Taking rapid lateral flow tests

We continue to encourage your pupils to take a rapid lateral flow test in the 48 hours before their driving test. [Rapid lateral flow testing is currently being offered in England to people who do not have symptoms.](#)

You may wish to use regular rapid testing to help manage periods of risk, such as close contact in a car or when spending prolonged time with a person at higher risk.

Around 1 in 3 people with COVID-19 do not have any symptoms. This means they could be spreading the virus without knowing it. Testing twice a week increases the chances of detecting COVID-19 when a person is infectious – helping to make sure you do not spread COVID-19 to others.

### Update on planned changes to the rules on driving licence acquisition and the motorcycle riding test

Regulations have been laid in Parliament for the planned changes to the rules on driving licence acquisition and the motorcycle riding test. If the draft legislation is approved by MPs, the changes will be introduced in the new year.

## The recommended changes are:

- any candidate who has already passed a test for a manual vehicle for a car, lorry or bus who passes a medium sized lorry (C1), medium sized lorry and trailer (C1+E), minibus (D1) or minibus and trailer (D1+E) test, using an automatic vehicle, will get both the manual and automatic entitlements for that sub-category. This change brings these subcategories in to line with the main C and D categories where these arrangements already apply
- that the Minimum Test Vehicle Requirement (MTV) for motorcycles used for the A2 test be reduced from 395cc to 245cc, provided that the other MTV requirements are still met

## We will keep you updated on progress.

### Car and trailer legislation changes

We wrote to you on Thursday 11 November to let you know that the changes to B+E testing would not come into force on 15 November. [New legislation was re-laid in Parliament](#) (23 November 2021) to restart the process for this change.

Once these changes have been approved by both Houses we will be able to confirm the date the licensing law will be introduced. Until the law has been changed you and your pupils must continue to follow the current rules.

### What this means for car drivers towing a trailer

DVSA stopped doing car and trailer tests from 20 September. Until the changes come into law, car drivers who gained their licence after 1 January 1997 and don't hold a full car and trailer licence will only be able to tow a trailer weighing up to 3,500kg if they:

- display L plates
- are supervised by a driver aged over 21 who has had a car and trailer licence entitlement for 3 years or more

Drivers can be fined up to £1,000, be banned from driving and get up to 6 penalty points on their driving licence if they drive a vehicle that's not on their driving licence. Drivers who passed their car test before 1 January 1997 can already tow a car and trailer without an additional licence. You can find out more information about the [new rules for towing a trailer or caravan with a car on GOV.UK](#)

### Changes to driving licences

When the law changes come into force DVLA will update driving licence records to reflect the changes. The BE category will be added when a new photocard driving licence is issued. Drivers do not need to contact DVLA for this to happen. It will be done automatically.

### Tow safely

All car drivers wishing to tow a trailer for leisure or business will be encouraged to undertake a voluntary accreditation scheme which is being developed with help from the trailer industry and training providers.



You can find out more about how the scheme is developing in [our latest blog post from Mark Winn](#) - Chief Driving Examiner.

The scheme is planned to be launched early next year and will focus on a core module for all drivers, with sector specific modules for different towing activities.

You can find more info on towing safely on the [Safe Driving for Life](#) website.

## Update on changes to HGV and bus driving tests

We wrote to you recently about the Driver CPC part 3 test being split into 2 separate parts, which we now have an update on.

### Learner drivers will take:

- a single Driver CPC part 3 test (driving ability) test if they have an appointment booked up to and including 28 November 2021 (unless they've already passed the off-road exercises test with their training school)
- 2 separate tests – Driver CPC part 3a (off-road exercises) and part 3b (on-road driving) if they have an appointment from 29 November 2021

### These are the prices for the tests:

- Driver CPC part 3a test: off-road exercises - up to £40 for tests taken with an approved training organisation (this does not include the cost of any training or vehicle hire), or £40 for tests taken with DVSA
- Driver CPC part 3b test: on-road driving - £115 for tests taken on weekdays, or £141 for tests at the weekend or on a bank holiday

### Why the fees have been set at these prices

As a government agency, we have to recover the costs of the services we provide through the fees we charge. The current test fee does not cover all of our costs. So we're keeping the part 3b test fee the same as the current part 3 test fee. This will help cover the extra costs of approving and auditing trainers who provide part 3a tests. Because people taking the part 3b test will have already passed the part 3a test, they will be in a better position to pass first time and avoid the potential cost of a retake. Also, people who now take a test towing a trailer with a large vehicle no longer need to have passed a test in a rigid vehicle first. This saves them £115 by not having to take 2 tests. We'll keep the current fees under review.

### More information about the changes

We've sent more detailed information to everyone who has a test booked to tell them how they are affected. [Read the guidance on HGV and bus driving test changes.](#)

### Preparing for the change to vocational testing: 6 things you can do

To help you and your pupils prepare for the vocational test changes, here are 6 things for you to do:

#### 1. Apply to provide Driver CPC part 3a (off-road exercises) tests

You can still apply to provide Driver CPC 3a tests if you have not done it yet.

There are currently no application fees, and if you get your organisation approved:

- you can provide Driver CPC part 3a tests for any eligible drivers whenever you want to (the tests must be done in adequate light – this could be from floodlights)
- you can charge up to £40 for tests you provide this doesn't have to include the costs of any training they need
- you can be advertised as a test provider on the GOV.UK website if you want to

[Find out how to provide Driver CPC part 3a tests.](#)

## 2. Find out how the booking service will change

We'll update the online booking service at 6am on Wednesday 17 November.

These changes will allow you to choose off-road and on-road tests for new appointments that take place from 29 November 2021. The test category options for business bookings will also be updated to allow you to choose between off-road and on-road tests.

## 3. Book part 3a tests for your pupils if they've got a test booked from 29 November

We're automatically converting your existing bookings from 29 November 2021 into Driver CPC part 3b (on-road driving) tests. Your pupils must have passed a Driver CPC part 3a test before they take their part 3b test. This means they must book and pass a part 3a test before their current test date.

You can either:

- provide the test for them if you're approved (you can charge up to £40, but it does not include the cost of any training or vehicle hire)
- book their test with an approved training organisation (they can charge up to £40)
- **book their test with DVSA** (you can do this from 6am on Wednesday 17 November, but you must choose an appointment date from 29 November onwards-it will cost £40)

If you cannot find a Driver CPC part 3a appointment before your pupil's test date, you will need to **move their part 3b test to a later date**.

## 4. Remind your pupils that they can upgrade their provisional licence

If your pupil's provisional licence was issued before 15 November they need to apply to DVLA to get their provisional licence upgraded so they can take a trailer test without first taking a rigid test. They can now do this using a simplified application process. Find out **how to apply to upgrade a provisional licence**.

Any provisional vocational licences that DVLA issues from 15 November will automatically include the entitlement to tow a trailer as a provisional licence holder.

## 5. Check your pupil has got the right licence category

Before training your pupils you should check that they have the right category on their licence. If they have not they will be able to use **DVLA's simplified application process** to apply for the right category.

## 6. Make sure your pupil brings a 3a pass certificate with them

If your pupil has a full Driver CPC part 3 test appointment booked before 29 November, but they've already passed a part 3a test, they must bring their part 3a pass certificate with them when they come for their 3b test. The examiner will check if they have a part 3a pass certificate. DVSA will then carry out the on-road part of the test, including the 'show me, tell me' safety questions. From 29 November, your pupils will need to bring a part 3a pass certificate to every part 3b (on-road driving) test.

### More information

- [Read the guidance on HGV and bus driving test changes](#)
- [Read the guidance on rule changes for car and trailers](#)

## Change to the Approved Driving Instructor registration reminder

We currently write to all Approved Driving Instructors when their certificate to practice is six months away from expiry. We also write to you if you let your certificate lapse, to remind you that you are no longer registered and cannot be paid to teach.

Switch to email

These letters will no longer be sent to you by post but we will move to send the reminders to you on email. We will contact you on the email address you have registered with the ADI registrar.

**Change the email address we hold for you.**

## Cycle Savvy Driving: teaching the next generation and new skills for your pupils

Whatever mode of transport we choose: we share the road with others, including vulnerable road users. Interaction between cyclists and drivers is increasingly commonplace as the rates of active travel uptake soar.

ADIs play an incredibly important role in helping the next generation of drivers to understand, communicate and cooperate with people who cycle. Why not equip your pupils with additional skills to ensure our shared streets function safely?

Registering for the 'Cycle Savvy Driving' course from the Department for Transport will help you and your pupils develop understanding and co-operation between drivers and cyclists. Cycle Savvy, Bikeability's online and practical training course, helps ADIs become more aware of the reasons why people on cycles ride in certain ways-knowledge that when disseminated, will positively impact the experience of the next generation's road users.

### Free online training

You can access a **free two-hour online training course**, or opt for a practical training session and be entered into a prize draw. Five £100 Amazon vouchers must be won.

**Read more about Cycle Savvy Driving and register today.**

## Theory test non-standard accommodation request

Since the reopening of tests and the launch of a new theory test service, DVSA has received an unprecedented number of enquiries. This means it has taken longer to reply to some of them. However, we remain committed to providing a good service for all of our customers.

### Theory test non-standard accommodation (NSA) requests

Since we launched the new theory test service in September, we have seen an unprecedented number of enquiries for NSA test bookings. We also received a number of outstanding NSA requests from the previous theory test service operator. We expect some of these will be multiple requests from the same candidate.

### Contacting candidates

We will email candidates to ask them for any additional evidence we need to progress their request and to work with them to book a test appointment that fits their requirements. This will be done in batches, starting with those who have been waiting the longest. This approach allows our customer service centre (CSC) to find tests for these candidates before contacting and working through the next batch of requests. You and your pupils should only contact the CSC about your outstanding request if you have received an email from them asking you to do so. CSC staff are working overtime, and additional staff have been brought in to deal with requests and contact those waiting for a response as quickly as possible. Offering a test date is dependent on obtaining the relevant medical or educational information from the candidate and availability at the test centre. We will work with our test centre suppliers to ensure that we can book them in as soon as we can.



The December edition of Traffic Safety Roads is out now. Many thanks to Graham Feest, our Road Safety Advisor.



Items this month include:

- London Ultra-Low Emission Zone Extending
- Reducing Road Deaths Amongst Young People
- Car & Trailer Testing Accreditation Scheme
- Sharp 2025 Project
- Road Collision Investigation Branch
- Tackling the Lack of Young Female Cyclists
- The Safety of Private E-Scooters in the UK
- Renew Online - It Saves You Money
- Driver Alcohol Detection System
- Commuting and Working from Home
- Smart Motorway Debate Continues
- Learning to Drive – The Vital Questions
- IAM RoadSmart Chief Executive
- Prince Michael Road Safety Awards
- Zebra Crossings at Junctions
- Scotland Helps Bicycle Owners
- More Positive Evidence Support for 20MPH
- Making Roads Safer for Older Drivers
- Taking a Look at Driving for Work
- Updating the “Mobile Phone” Laws
- Reducing Casualties by Stopping Crashes

And much more!

## Latest from Public and Commercial Services Union (PCS)

### 8 December 2021

Downing Street Christmas party condemned by PCS [Click here to read](#)

### 7 December 2021

PCS demands urgent meeting with permanent secretary over Omicron variant [Click here to read](#)

### 2 December 2021

PCS raises concerns with DVLA over omicron variant and rising Covid cases [Click here to read](#)



**ADI**  
NATIONAL  
JOINT COUNCIL

ADIs working for ADIs.

## Approved Driving Instructors National Joint Council

The leading driving instructor organisation of its kind.  
Uniting local associations, groups and individuals.

We support, inform and represent our members.

### What our members say:

“May I just say that I am proud to be a member of such a caring society. A big “well done” to all you.  
- Dave Clark ADI

“Your work is relentless, just wanted simply to say THANK YOU for being there for us. I don't know what I would have done without ADINJC.  
- Susan Speight ADI

Find out more at [adinjc.org.uk](http://adinjc.org.uk), call 0800 8202 444  
or email [secretary@adinjc.org.uk](mailto:secretary@adinjc.org.uk)

@ADINJC

## SOS! Speed of Sight - Driving the Difference

### Inspire 25 members

Could you be one of a generous group of inspiring '25' members who contribute £25 monthly to the Speed of Sight charity giving the gift to drive to blind and disabled people throughout the UK?

<https://www.speedofsight.org/inspire-25-club/>

### You shall go to the ball! The time is now! :)))

Book your early bird ticket price before it's too late and help support our nominated charity Speed of Sight!

### Date for your diary - Saturday 23rd April 2022

Friendship, Fun and Fundraising!

Speed of Sight 10th Year Anniversary Gala Celebration Ball

Being held at De Vere Cranage Estate in Holmes Chapel, Cheshire (7pm)

Every penny of the money raised on the evening will go to help fund the driving experiences for people of all ages with disabilities and/or sight loss that will change their lives for the better, forever. It's because of SOS supporters that it's possible to do any of this. Thank you!

**Book now** to secure an early bird price of £78.50 and help support SOS!



## Tis the season of goodwill!

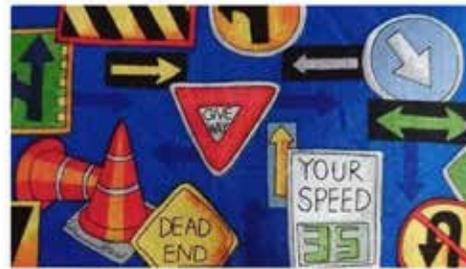
The inspirational fund helping ADIs and PDIs continues and grants are available for anyone in need, through having to isolate for example, or because of other financial problems.

*Details and the form to apply can be found here.*

If you can afford to do so, please would you consider donating to the helping ADIs and PDIs instructor fund?

*If you wish to make a donation you can do so here.*

### Helping ADI's and PDI's



## Lead Generation

**£ PAY AS YOU GO**

- Priority on our intensive course register.
- Pupil access to our online theory practice site.
- Listing on our BookDrivingLessonsOnline.co.uk web directory.
- Use of our online diary (accessible via web or app).

## Text Facility

**£16**

- Payment receipts.
- Pupil lesson reminders.
- Lesson cancellation texts.
- Pupil booking confirmation.

## Call Messaging

**from £60**

- Our experienced call handlers will take your calls, answering in your business name and giving your business prices. A text will be sent to you for you to contact the caller for you to confirm a date and time for the lesson.
- Use of our online diary (accessible via web or app)

## Call Handling

**from £80**

- Our team here will answer your calls in your business name, giving your prices and information.
- We will book new and existing pupils directly onto your diary, which is accessible via web or app.
- We can manage any queries from existing pupils, such as test bookings, block bookings or even payments!

## Multi Car Schools

**£POA**

- Diary overview.
- Text reminders.
- Prioritisation on bookings.
- Web plugins.
- Instructor billing.
- Accounts.
- Multiple price bands.
- Statistics and reports.

If you don't see a package that suits you, give us a call and let us build a package to fit your requirements



**01792 585178**

[www.DrivingInstructorServices.com](http://www.DrivingInstructorServices.com)



Terms and conditions apply. All prices quoted are VAT inc. and price per month

Click the article to read

- [Commuters encouraged to 'experience the benefits of active travel'](#)
- [Project to design and test interventions that improve ANPR capability](#)
- [West Midlands appoints first cycling and walking commissioner](#)
- [Government to press ahead with Highway Code changes](#)
- [Beware the 'significant consequences' of drink and drug driving](#)
- [RAC labels pothole breakdown figures as 'very worrying'](#)
- [Older drivers 'willing to undergo extra driving checks'](#)



## Latest from DVLA



[Who DVLA shares data with](#)  
[Click here to read](#)

[Changes to HGV and bus driving licences and tests from 15 November 2021](#)  
[Click here to read](#)

[DVLA opening hours: Christmas and New Year 2021](#)  
[Click here to read](#)

[ZZ Top, Kermit, and The Beast among most unusual car names DVLA reveals](#)  
[Click here to read](#)

[DVLA launches new campaign to help move customers online](#)  
[Click here to read](#)

[DVLA urges drivers aged 70 and over to keep their money in their pocket this Christmas](#)  
[Click here to read](#)

[DVLA Coronavirus \(COVID-19\) update including processing dates](#)  
[Click here to read](#)

## Take your place with thousands of small businesses



At FSB our mission is to help smaller businesses achieve their ambitions. We are the UK's largest grassroots campaigning group promoting and protecting the interests of the self-employed and smaller business owners.

Whether we're influencing key policy decisions in government, offering specialist advice and guidance on everything from HR to tax advice, or running virtual events, **the needs of small businesses come first.**

### How can FSB help your business?

If you run your own business, chances are you picked an industry you know and are passionate about. You're confident that you know it well enough to be able to cope with whatever life throws at you. But what happens when you need to deal with something outside your field of expertise? No one person has all the answers. The good news is, joining FSB, means having someone on your side who does have the legal, tax or HR expertise needed.

### What's included in membership?

Right from the outset, FSB members have access to a range of services designed to make your life easier, including:

- Legal and tax protection scheme and legal costs insurance including a 24/7 legal advice line
- An extensive online legal hub with over 1,100 documents and templates
- 24/7 employment advice, and fully customisable documents from the legal hub
- Free business banking (subject to status)
- Easy access to funding
- Cyber protection insurance
- Debt recovery service
- Specialist hubs including our start up hub [fsb.org.uk/start](https://fsb.org.uk/start)

FSB are delighted to offer a **£30\* discount** in association with ADI National Joint Council.

**To find out more and to take advantage of this £30\* discount, please send your name, contact telephone number and postcode, quoting FSB to Lynne Barrie, ADINJC Chairman at [chairman@adinjc.org.uk](mailto:chairman@adinjc.org.uk)**

This promotion is provided by the Federation of Small Businesses (FSB). \*FSB Business Essentials Membership starts from £147 per annum with a £30 registration fee for the first year. This rate is applicable to businesses with zero employees. Rates increase depending on your number of employees. Please see the website for full details of subscription rate bands. Until 31 December 2021, the £30 registration fee will be waived for all new full FSB Business Essentials members. This offer is not available to existing FSB members and associate members. To find out how FSB uses your data and takes steps to protect your privacy, please visit [www.fsb.org.uk/privacy](https://www.fsb.org.uk/privacy). Registered Office: National Federation of Self Employed and Small Businesses Limited, Sir Frank Whittle Way, Blackpool Business Park, Blackpool, FY4 2FE. Registered in England No. 1263540.





## Coronavirus (COVID-19):

Safer travel guidance for passengers - [click to read](#).

UK government publishes Union Connectivity Review: proposed transport investments for stronger and better-connected United Kingdom - [click to read](#).

Training and more testing to help people become HGV drivers - [click to read](#).

## Vital Statistics

Driver and rider testing and instructor statistics: July to September 2021

Number of driving and riding tests undertaken and pass rates for tests during July to September 2021.

## Details

Statistics on the number and pass rates of driving and riding practical tests conducted in Great Britain for the period July 2021 to September 2021, and also statistics on driving instructors.

Between July 2021 to September 2021, there were:

- 401,365 car practical tests conducted

Compared with July 2019 to September 2019, this was:

- a decrease 1.5% for car practical tests

The pass rate in the period July 2021 to September 2021, was:

- 49.6% for car practical tests

This release does not include complete theory test data for the quarter. This follows a change to the Theory Test service delivery from 6th September 2021 which have led to unforeseen delays in compiling the data for this release. September's data will therefore be published as part of the October to December (financial quarter 3) release in March 2022.

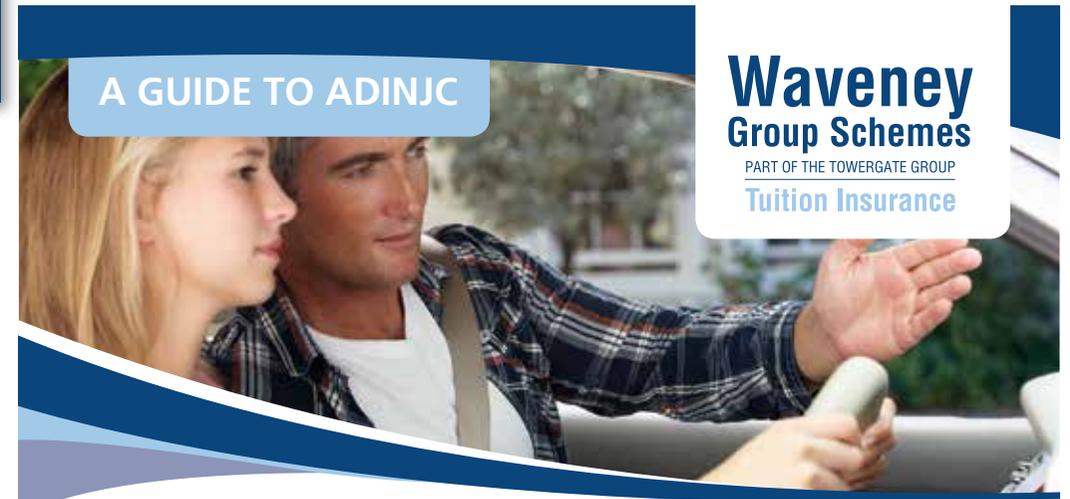
[Click here for driver and rider testing and instructor statistics July - September -2021](#)

[Statistical data set - Driving test statistics \(DRT\)](#)

[Data on driving tests and pass rates](#)

## Even Santa prepares!

As Christmas fast approaches, the Government is calling on those eligible to get their free Covid-19 booster and flu vaccine jab to help protect themselves and others this Christmas. Oh and calling all Martin Kemp fans, you won't be disappointed! Watch the tongue in cheek video here:



**Waveney Group Schemes**  
PART OF THE TOWERGATE GROUP  
Tuition Insurance

## Public Liability Driving Tuition

### Why is Public Liability cover so important?

**Because we all make mistakes in life, including in our business operations as a driving instructor. Quite simply, if a member of the public (or any other third party) is injured or suffers damage to their property, arising out of the conduct of your business as a driving instructor, you could be held responsible.**

The ADINJC Public Liability insurance, is designed to provide protection from claims against you by third parties who may have suffered personal injury or damage to their property, during contact with your driving school. Most motor policies provide you with a compulsory £20 Million Public Liability cover for accidents and injuries that occur as a consequence of having an accident. The ADINJC believes it's important to ensure you also have sufficient cover away from the vehicle, and have therefore arranged for its paid up members to benefit from £10 Million Public Liability cover away from the vehicle. The policy also has a low policy excess of just £500 for each and every claim. The ADINJC policy provides £10 Million cover for each and every claim during the life of the policy.

A range of claims can arise. These can extend from accidents at your own business premises, to incidents that occur whilst providing advice or tuition whilst working away from your vehicle.

Increasingly, it is a requirement of many customers, principals, and clients (particularly local authorities and government agencies), that you be asked to present proof of Public Liability insurance before they will work with you, or allow you to work on their property or premises.

Compensation arising from Public Liability claims can be substantial, and may include loss of earnings, future loss of earnings and damages awarded to the claimant. In addition, considerable legal costs in defending the claim can be incurred, and the claimants' legal costs may also be awarded against you if you are found to be at fault. All would be covered under a comprehensive Public Liability policy

Claims for trips, slips and falls are the most common, but there are other events that can lead to a claim against you. The following are examples of potential claims that can give rise to public liability claims against your driving school:

- you open your door for a pupil who you inadvertently trip over, causing an injury;
- you spill a hot drink in a classroom and a pupil slips over on this, causing an injury;
- a pupil falls over some cones you have positioned to practice parking, causing an injury;
- you knock over a valuable antique whilst waiting for a pupil at their home;

# New UK-first luminous road markings

## New UK-first luminous road marking solution trialled in Portsmouth

My thanks to Alexa Cobbold at <https://www.wmgagency.co.uk> for sending across the following illuminating piece...

A new, UK-first active luminous road marking solution has been installed in Portsmouth by civil engineering and transport infrastructure specialists, Colas.

Colas UK has fully funded the Flowell trial site in Portsmouth. For more information please visit the following links:

<https://www.colas.com/en/flowell>

<https://www.colas.co.uk>

<https://www.colas.com/en/innovation/mobility-solutions-for-more-cohesive-connected-communities>

The Flowell crosswalks and cycle crossings technology has been developed by Colas teams, and trialled at various sites in France, where initial feedback has shown it to be very beneficial. The Portsmouth site on the junction of Clarendon Road and Palmerston Road, which has been fully funded by Colas, is the first of its kind in the UK and was unveiled at a 'switch on' event as part of the 'We Shine a Light' Portsmouth Festival earlier this month. The new crossing lights up when triggered by sensors, enhancing visibility for users, making the space easier to read by clearly defining areas, facilitating mobility, and helping improve the way people use public space. It has also been designed to ensure better compliance with traffic regulations and encourage users to behave more calmly at busy intersections. Flowell can also adapt according to traffic levels and needs via a dynamic and interactive road management system. For example, it can be adapted to give priority to certain vehicles during specific times of day or allocate space for a dedicated use such as temporary outdoor dining space for restaurants. The totally unique solution is made up of panels comprising of LEDs encapsulated in a multilayer substrate which are connected to the electrical network. They can be glued on or embedded into pavement, which preserves the surface's initial grip and skid resistance. It has been designed to last and can be modulated; it can withstand thermal expansion and vehicle loads and the size and brightness can be tailor-made to suit every situation. The site in Portsmouth will be monitored to determine its impact on behaviour and help determine how it could improve road, rail and airport infrastructure in the UK and around the world.

**Ian Gibson, Director of Asset Contracting at Colas Ltd, added:**

*"Flowell stems from a design process led by Colas teams, and it therefore benefits from our extensive technological expertise in transport infrastructure. Following the initial laboratory tests performed jointly at the Colas Campus for Science and Techniques, it is now entering a trial phase in real life conditions. We are delighted to have installed the UK's first Flowell crossing in Portsmouth as part of this phase, and we look forward to sharing the results of this trial with the industry."*

**Cllr Lynne Stagg, Portsmouth City Council's Cabinet Member for Traffic & Transportation, said:**

*"We're always looking for new ways to improve road safety and I'm delighted we're the first place in the UK to use this innovative new technology. We chose this crossing because it's very busy particularly at night with all the bars and restaurants, we want to make the crossing more visible and encourage more people to cross there safely."*

Several trial sites have been deployed to test the solution in real conditions in Europe. For example, in Mandelieu-la-Napoule on the French Riviera, an intersection known to be hazardous was equipped with the solution. Driver behaviours were studied before installing the Flowell solution and measurements have been conducted since. A marked change was observed, with calmer driving, greater awareness of risks, and thus enhanced safety for pedestrians. For further information about Flowell please visit: <https://www.colas.com/en/flowell>.

### About Colas Ltd

Colas Ltd is an award-winning business, delivering sustainable solutions for the UK's transport infrastructure. It invests, designs, manufactures, constructs, maintains and operates a wide variety of projects for the public and private sector clients. It is also part of the International Colas Group, whose world-class Research and Development facilities give clients access to innovative new products, processes and ideas

Find out more at: <https://www.colas.co.uk/about-us/>

See recent news stories at: <https://www.colas.co.uk/colas-news/>

### About The Colas Group

The Colas Group is a world leader in the construction and maintenance of transport infrastructure, aiming to meet the challenges of mobility, urban development and environmental protection. The Group performs projects via 800 construction business units and 2,000 material production units in more than 50 countries on five continents. Its international technical network boasts 2,000 research experts, engineers and technicians, who work in close synergy with operatives in the field. The network's flagship is its Campus for Science and Techniques, the road industry's premier worldwide private research and development centre located near Paris, France, along with some 50 regional laboratories and 100 engineering design offices worldwide.





*Introduce your pupils to Marmalade's Insurance this Christmas!*

**Pay As You Go**

<https://www.wearemarmalade.co.uk>

They'll enjoy a £10 Amazon.co.uk Gift Card and you can earn £40 in commission!\*

This flexible insurance on a parent's car offers seamless cover from learner to full licence with no increase in price when they pass. Plus, there's no risk to their parents' No Claims Discount. You'll need to be signed up with Marmalade Network to earn your commission and *you can do that here!*

\*Terms and conditions apply. Please visit [wearemarmalade.co.uk](https://www.wearemarmalade.co.uk) for details.

### **Not a dry eye in the house**

Suzy is leaving Marmalade at the end of this year and said "I've met some really lovely professional people during my time at Marmalade Network and have learned an enormous amount about the driving instructor industry. It's been a privilege to work with people such as yourself, Lynne, Sue and all the other NJC board members as well as some fabulously committed ADIs. I've thoroughly enjoyed my time with Marmalade and will genuinely miss lots of our member ADIs." Thank you Suzy, we will all miss you too and won't allow you to become a stranger so there ;-)))

Matt Adams will be taking over from Suzy in January and is already organising a great prize draw for Marmalade Network members.

With every Marmalade policy that your pupils buy, up to and including December 31st, they'll be entered into a draw to win one of five luxurious Christmas hampers and gift sets! (Ts&Cs apply)

ADIs can also enter just by emailing [info@marmalade.co.uk](mailto:info@marmalade.co.uk)

Non members can sign up here <https://www.marmaladenetwork.co.uk/register>

### **MyDriveTime**

Marmalade has partnered with MyDriveTime to offer an extended, 6 month trial of their award winning admin app that helps ADIs manage their diary, students and money. Register with Marmalade Network and find out more!

### **Spread the Marmalade**

You can still very much spread the Marmalade and increase your chances of boosting your income by ordering more leaflets, booklets and cards to give to your pupils. If you're not yet a member, simply register <https://www.marmaladenetwork.co.uk>

### **Commission rates and benefits**

ADIs and PDIs can read all about the commission rates on [new policies and benefits here](#).

The dedicated team at Marmalade is at the end of the line to answer all your enquiries and to signpost you to Marmalade products such as Breakdown cover and Tuition vehicles. You can call them on **0333 323 2615** or if you prefer, you can email them at [info@marmaladenetwork.co.uk](mailto:info@marmaladenetwork.co.uk)

# JOIN THE MARMALADE NETWORK



**NO FEES!**

## Powering ADIs Nationwide

- ✓ Deals on brand new tuition cars!
- ✓ Earn commission from £15 to £250!
- ✓ Free booklets, leaflets and ADI cards
- ✓ Competition giveaways for your pupils

*...and much more!*



[marmaladenetwork.co.uk](https://www.marmaladenetwork.co.uk)  
0333 323 2615





Building on the hugely successful 2021 event, we will be running two events during 2022 in partnership with Intelligent Instructor. The ADINJC & Intelligent Instructor National Conference & Expo will run on 2nd October at the Heart of England Conference and Exhibition Centre in Meriden, Warwickshire. We will also have in addition, the ADINJC & Intelligent Instructor Conference & Expo South event, held 8th May at Kempton Park racecourse, Middlesex. The events are not only a chance for driving instructors to socialise, network, build one's business, but also to get away from the day job and have some fun. So please do come and join the fun on May 8th and Oct 2nd next year! Visit [www.events.intelligentinstructor.co.uk](http://www.events.intelligentinstructor.co.uk) to find out more and to register your place.

We are now delighted to share our first set of our speakers for the ADINJC & Intelligent Instructor Conference & Expo South '22 which is being held 8th May 2022 at Kempton Park racecourse, Middlesex. This event is a must for any instructor, so save the date in your diary now and register for free here. The event follows hot on the heels of the very successful event held in October which welcomed a record breaking number of instructors on the day. We would also like to extend a huge thanks to our returning headline sponsor Marmalade Network, who will also sponsor the ADINJC & Intelligent Instructor National Conference & Expo '22 which is being held 2nd October 2022 in Meriden, nr Coventry. Marmalade Network support and reward driving instructors through their innovative referral programme. [Book your FREE ticket here.](#)

**Speakers announced so far:**

**David Crundall – Professor of Psychology, Nottingham Trent University**

Is VR useful for driving training and assessment? We look at the viability and potential pitfalls of VR for training and assessing hazard perception. Current and future possibilities for the use of VR in training will be discussed.

**Lisa Dorn – Professor of Driver Behaviour, Cranfield University**

There are known risks when drivers overly trust assisted and automated vehicles leading to driver

distraction and fatigue. Drivers must develop competencies in the ability to operate systems safely and this has implications for ADI knowledge and skills. What do ADIs need to know about human factors to deliver on the expected safety benefits of future vehicles?

**Michael Carr – Managing Director, GoRoadie Pro**

Technology moves at an unrelenting pace. Your learners now learn to use a tablet and touchscreen before they learn to walk. Let's look at and demystify recent innovations and see how you can use them to move your business and the driver training industry forward today.

**Mike Newman – CEO, Speed of Sight Charity**

Mike will explain how the Speed of Sight Charity provides people with life limiting disabilities exciting opportunities to drive race cars on a race circuit. This couldn't be possible without the help and support of ADIs throughout the country.

**Shaun Harrington-Lunt – Business Development Manager, Superdrive Academy**

Growing your driving school and knowing which business strategies to implement can be tricky when trying to expand your business. I'll be discussing the "How To's" and giving you an insight on which marketing strategies and tools to use to help you meet your business goals to expand.

**James Evans – Founder and MD, FirstCar & The Honest Truth**

We know that most ADIs want to go over and above for their learners and give them the knowledge and skills required to drive safely for life. The Honest Truth Campaign has been created to make it easier for ADIs to deliver these vital messages, seamlessly within normal driving lessons.

**Andrew Love – Head of Training, ADINJC**

This session will examine how the reason for the journey affects the driver's choices, the difference between instinctive & considered choices & how it affects road safety. Helping drivers to consider situations during their training will help them with driving choices in new situations or experiences.



Professor Lisa Dorn



Professor David Crundall



Mike Newman



James Evans



Andrew Love



Michael Carr



Shaun Harrington-Lunt



## Face to face and online dates available

New training dates have been announced across the country in the company of Andrew Love, our Head of Training and various members of our training team. These events are definitely not to be missed - the combined expertise from our range of trainers is second to none. Book now for our face to face and online courses, covering Standards Checks, Part 3s and Mock Test Madness! <https://www.adinjc.org.uk/training/#adinjc-courses>

Upcoming training dates/venues (some online)

**Monday 10 January 2022 - Standards Check Workshop at Holiday Inn Corby, NN18 8ET**  
£99 members - £120 lite members

**Monday 7th February 2022 - Mock test Madness (Online)**  
£25 members - £30 lite members

**Tuesday 15 March 2022 - Standards Check Workshop at Holiday Inn Cardiff, CF15 7AD**  
£99 members - £120 lite members

**Monday 4th & 25th April - Standards Check Made Easy with Lynne & Andrew (Online)**  
2 x 2 hour online sessions  
£50 members - £65 lite members-Online

**Monday 17 May 2022 - Standards Check Workshop at Holiday Inn Southampton, SO15 1AG**  
£99 members - £120 lite members

These workshops at various venues will leave you feeling more confident and prepared and our expert trainers who are themselves ADIs will be there to help guide and support you throughout the day. Your workshop is an opportunity to meet fellow ADIs and take time for yourself to consider and improve your teaching ready for your Standards Check. PDIs are also most welcome to join us on these courses.

## Do you know what's not worthy?

Over the last few months it has become even more important for trainers and trainees to know when they are deemed ready to sit the test. During training to become an ADI there would have been a great emphasis on assessing what had been learnt during the lesson (Formative assessment). For most there will have been very little information about conducting a Mock Test (Summative assessment)

The Mock Test Madness session is delivered online and a great place to meet like minded ADIs and PDIs. The session is hosted by Andrew Love & Leigh Brookes. It's vitally important that ADIs prepare candidates for their tests, which includes what is likely to happen on the day. The driving test is different from normal driving lessons because the candidate is driving on their own, without any interventions from the passenger. During the session the differences will be discussed, highlighting the benefits of recreating what it would be like during the driving test.

## What it includes

- Reason for the journey
- What must happen
- Understanding the marking system
- Fault assessment
- What are you going to do next?



## ADINJC Training and Development Courses

Face to Face and Online Workshops

### Standards Check Workshop

<del>19th Oct 2021</del>	<del>Southend Holiday Inn</del>
10th Jan 2022	Corby-Kettering Holiday Inn
15th Mar 2022	Cardiff North Holiday Inn
17th May 2022	Southampton Holiday Inn

A Full Day Face to Face Workshop

Premium Members £99 Lite Members £120



### Standards Check Made Easy With Lynne & Andrew

<del>6th Nov 2021</del>	&	<del>22nd Nov 2021</del>
4th April 2022	&	25th April 2022

Two 2 Hour Online Workshops

Premium Members £50 Lite Members £65

### Mock Test Madness

<del>13th Dec 2021</del>	7th Feb 2022
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A 2 Hour Online Workshop

Premium Members £25 Lite Members £30



For More Details  
And  
To Book Your Place

[www.adinjc.org.uk](http://www.adinjc.org.uk)  
0800 8202 444



This session is 2 hours and a useful reminder for experienced ADIs and recently qualified ADIs to be introduced to the DVSA marking criteria. To secure your place please book at <https://www.adinjc.org.uk/shop/> or ring 0800 8202 444. If you're an existing Silver, Gold or Platinum member and haven't yet migrated to the new membership structure or signed up to the new website, you'll need to call 0800 8202 444 and speak to Peter our friendly treasurer.

Members price £25 - Non Members £35

Still making your mind up? You can also view further feedback from previous attendees of NJC training courses here:

## Online CPD offerings still available 24/7!



We're still offering easily accessible and reasonably priced online courses for study at your own pace. If you or your students prefer to study this way, we offer the following accredited courses via our own website:

- Safeguarding Children (0-17) - Level 1
- Information and Cyber Security
- Handling Violence and Aggression at Work
- Basic Life Support (BLS)

You can currently save 30% off these selected NJC online courses using 'ADINJC30'

For more information: <https://www.adinjc.org.uk/online-courses/>

# INSURANCE FOR YOUNG DRIVERS



## Learner Driver Insurance



SHORT TERM COVER ON A CAR THEY BORROW

## Pay As You Go Insurance



PAY PER MILE COVER ON A PARENTS' CAR



Provides seamless cover before and after their driving test!

- Named Young Driver Insurance on the family car
- Black Box Insurance on their own car

## Cars For Young Drivers



NEW CAR DEALS FOR YOUNG DRIVERS

## Student Car Insurance



SHORT TERM COVER ONCE THEY'VE PASSED

[wearemarmalade.co.uk](http://wearemarmalade.co.uk)



Terms and conditions apply. See [wearemarmalade.co.uk](http://wearemarmalade.co.uk) for details.

On their website, featured recently:

- School children road risk [click here to read](#)
- The mask is back [click here to read](#)
- Speeding remains a problem [click here to read](#)
- Slippery issues to get a grip on [click here to read](#)
- Charged up cooled down (EVs) [click here to read](#)
- Lower drink drive limit fails the test [click here to read](#)



**School children road risk**

New analysis of road traffic accident data shows the heightened risk posed to young pedestrians on the UK's roads.



**The mask is back**

The government in England have announced that the wearing of face coverings will be made compulsory in schools.



**Speeding remains a problem**

Speeding down from last year, but up on pre-pandemic levels. New data from the Department for Transport shows that the number of speeding offences in England and Wales has risen to 1.2 million in 2021.



**Slippery issues to get a grip on**

Wild winter weather is forecast this weekend. After an exceptionally mild Autumn, it could prove a real shock to the system.



**Charged up cooled down**

Freezing temperatures could see EV motorists lose more than 30 miles of range. The sun-bess could snap along with increased.



**Lower drink drive limit fails the test**

The introduction of the lower drink drive limit in Scotland in 2014 did not lead to any reduction in road deaths.

All I want for Christmas...

...is you to get a vaccine/booster!

Getting yourself jabbed...



It was really lovely to see you all, carefully face to face at the Village Hotel in Walsall at our recent association meeting. Well as you'll see from the pictures, our extremely loyal representatives from member groups and individual members were all sat listening intently to John Sheridan, Driver Training Policy Manager at DVSA when answering their questions. John will be retiring from the Policy Department in March so we want to thank him again for his time and contributions as always. We will miss you! We also had a presentation from our very own Terry Bassingthwaite on all things B+E. With Terry helping NASP to continually challenge on behalf of the many members

affected by the changes to this sector of our industry, the future is already looking brighter in 2022. There were also several NJC award certificates presented to those totally dedicated and inspiring members of our committed committee.

Minutes of the meeting [here](#)

As you're already aware, our revised membership structure for groups begins on January 1st 2022. Please ensure you and your groups don't get left behind. Here's a summary about Group membership for you all here:

- The group pays £120
- Once you've paid your subscription you will get a unique link to give to your group members, they can use this link to sign up for premium membership
- The link automatically applies a discount code giving free premium membership for the first six months when they sign up before 30th June 2022
- Following the initial 6 months free period they will then pay £2 a month for premium membership (this is half the price they would pay as an individual)
- If they don't want to do that they can sign up as a lite member to get all our mailshots for free. However they would not be entitled to the full benefits of membership
- For each member that signs up to premium membership using your link your group will get a once only commission of £5, payable at the end of the year
- Premium members can buy PI/PL insurance for £30 per annum through the shop

If you have any remaining queries about the changes, please do contact us.





For this month's column I am going to start with a story about e-scooters. It was in the Sunday Times of November 21st and said that owners of the country's 500,000 private machines should be obliged to display number plates and have compulsory insurance to curb speeding and to stop riders going on pavements. Adam Norris, founder of Pure Electric, which claims to be the market leader with sales of 50,000 e-scooters in the past year, said that the government should legalise them with clear-cut rules. The 20,000 scooters involved in about 50 official rental trials are heavily outnumbered by those bought privately, which can be legally ridden only on private land. Evidence, collated by the Parliamentary Advisory Council for Transport Safety, said that there had been nine deaths this year involving private scooters. There were none involving rental scooters. At one hospital in London, 196 people arrived at A&E after accidents involving an e-scooter, according to Pacts. In June, West Yorkshire police released footage of a man on a private e-scooter attempting to join the M606 motorway in Bradford at 15mph. Norris, 50 said: "We need to legalise them properly and professionally. It would be great to see people have number plates and insurance. For anyone misbehaving, the police would be able to identify every scooter with a unique identifier that is easily visible". He said that Britain should take the approach adopted in Germany, where the authorities only approve scooters that comply with the official speed limits and safety standards. They must have two independent braking systems, lights and side reflectors and be capable of negotiating potholes without mishap. I entirely agree with Mr Norris.

And there was a piece in the Mirror of December 3rd which told how a woman of 99 is believed to be Britain's oldest learner driver. The nonagenarian is among thousands who have decided to take the wheel later in life, a study found. Car warranty company Motor Easy looked at DVLA provisional licence applications and found another learner aged 97 and two 96-year-olds last year. Duncan McClure Fisher, the firm's founder, said: "The saying goes that you are as young as you feel, and age doesn't have to be a barrier to achieving something as big as passing your driving test. Rather than being cowed by their age and events like Covid, these pensioners are embracing their independence and living life to the full." The most popular age to get a provisional licence is 16, with 187,208 applying in 2021, ahead of being legally able to drive at 17. Well, there we all are then.

And there was a somewhat bizarre story in the Mail of November 25th, with the headline 'Taken for a ride... the cycle lane nearly as wide as the road'. It had a picture showing a lone cyclist trundling down a new bike highway surrounded by space while car and lorry drivers sit bumper to bumper in vehicle lanes shrunk to accommodate it. Angry motorists say the road is dangerous and even cyclists think they have been given too much space. The 9ft 6ins wide cycle lanes have been installed on the A3049, one of the main routes into Bournemouth, Dorset and are part of a £1million plan to make travel more 'sustainable' in the area. But the lanes for cars, buses, lorries, and emergency vehicles have been narrowed to 10ft 6in. When pavements alongside the bike lanes are taken into account, cyclists and pedestrians have a combined 33ft of road width compared with 21ft for motorised traffic. Bournemouth, Christchurch and Poole Council said the layout was designed to "protect cyclists from road users" and claimed there had been a 40 per cent increase in bicycle usage since the new lanes were opened. A spokesman said: "The cycle lanes are constructed to Department for Transport standards. A narrower carriageway naturally encourages reduced and safer vehicle speeds, which helps to bring speeds in line with the new reduced speed limit of 30mph". But car drivers say they have to pull over on to the cycle lanes to make way for emergency vehicles, risking collisions with

bikes. And a 38-year-old local office worker, who asked not to be named, said: "You don't see the volume of cyclists it was designed for. The whole thing looks unsightly and a mess". Good grief.

There was a topical piece in the Sun on Sunday of December 5th, entitled 'Boozer's ban over 4x4 cop car crash'. (Don't you just love the Sun's use of language?) It told how a drink-driver who crashed his Land Rover into a cop car has been banned for 20 months. Francis Saunders careered into the side of the police vehicle – tearing a wheel from his 4x4. The 54-year-old was arrested at the scene at 11.30pm on the B4042 near Brinkworth, Wilts in October. A breath test found 68 micrograms of alcohol. The legal limit is 35. Saunders, from Royal Wootton Bassett, admitted drink-driving at Swindon magistrates' court. As well as the driving ban, he was fined £416. Wiltshire Police said they have launched a drink and drug driving ban to run throughout December "to target those motorists who pose a huge risk to themselves and the lives of others". I have always said if you drink don't drive, and if you drive don't drink. I totally support Wiltshire Police.

And there was a piece in the Money section of the Mail of December 4th which told how drivers are being ripped off at the petrol pumps with prices up by 3p a litre last month despite wholesale costs going down. Uncertainty around the Omicron variant of Covid-19 caused wholesale fuel prices to tumble by 10p a litre in November to their lowest levels since September. But supermarkets, in particular, have failed to reflect this fall on the forecourt, with retail prices rising on average by 3.1p for a litre of unleaded and 2.7p for diesel in November, according to the RAC. The motoring group has labelled the hikes "unjustified" and called on retailers to slash prices in time for Christmas. RAC spokesman Simon Williams said: "Our data shows all too clearly that drivers are being taken for a ride by retailers at the moment". He added: "We can't see any justification for the prices that are being charged at the pumps and are concerned that drivers on lower incomes who depend on their vehicles are being priced off the road altogether. There appears to be no desire among the big four retailers [Asda, Morrisons, Sainsbury's and Tesco] which dominate the fuel sales, to lower their prices to entice customers to store. It would be much fairer if retailers mirrored wholesale prices more closely on a daily or weekly basis". The AA has backed calls for retailers to reduce petrol prices at the pump. Spokesman Luke Bosdet said: "Usually when wholesale prices come down, we see the likes of Asda or Morrisons fall over each other to lower their prices. But that hasn't happened. If supermarkets stop racing to bring prices down that is a very worrying development because competition has basically evaporated". A spokesman for the British Retail Consortium said: "Supermarkets are keen to provide their customers with the best value for petrol through their forecourts, offering the cheapest petrol in the country. However, prices at the pump will be influenced by various forces including tax, oil prices and operational costs". Well, they would say that, would they not?

And there was a funny (if you were not involved, that is) story in the Mail of December 2nd. It told how motorists were hit with £70 fines after council workers lifted up their cars with a crane to paint double yellow lines on a previously unrestricted road – and then parking wardens turned up shortly afterwards. The incident was blamed on an 'unfortunate coincidence' because the local authority parking wardens were in the area just after the lines were painted. "Drivers were not warned of the new restrictions on the road in Wokingham, Berkshire", said councillor Shirley Boyt. Moeen Ulhaq, a 19-year-old student, said: "I parked there last night and there were no signs warning they would be painting lines". He said his mother told him they were moving the cars at 10.30am the next morning. He added: "One by one, they were lifting each car and putting them back down. I got there and my ticket had been issued at 11.20am". Pauline Jorgensen of Wokingham Borough Council, said: "This incident was caused by an unfortunate coincidence that our parking enforcement contractors happened to be in the area shortly after the lines had been



painted. We are sorry this happened and would encourage anybody who received a parking ticket to appeal," Good grief, I should think so too!

There was a story in many of the papers of October 27th which reflected on the Department for Transport's announcement that it intends to introduce legislation to prevent 'tampering' of vehicle systems. This may be all very well for modern cars but would be disastrous for classic cars, as Classic Car Weekly pointed out. It quoted the DfT saying that its aim was to modernise vehicle standards and to 'address areas of transport regulation that are outdated', with the aim of allowing it to be easier to roll out more automated vehicles but did not stipulate any exemptions for older vehicles in its proposals. MG Owners Club technical advisor, Roger Parker, said: "The current wording of the proposed legislation in the consultation would see 'tampering' cover all existing vehicles and I see the potential to kill the tuning industry and all manufacturers, suppliers and fitters of any non-standard pattern part, whether it be fitting an alternative engine or replacing distributor points with an electronic ignition system, or indeed other change that often has environmental or safety related improvements". I am sure that this story will run and run, and I will report back next month.

And there was a piece in the Mail of November 29th entitled 'Worst summer for pothole breakdowns in fifteen years'. It said that the dire state of England's roads has been laid bare by figures on pothole-related breakdowns. Between July and September, the RAC attended 1,810 car failures caused by potholes – the highest third quarter for 15 years. This is even though traffic was below pre-pandemic levels for most of the year. Cars suffered problems including broken suspension springs, distorted wheels, and damaged shock absorbers. According to the RAC's Pot-hole Index (did you know it had one?), drivers are nearly 1.5 times more likely to break down after hitting a pothole today than they were when it first started collecting the data in 2006. An RAC survey also found that the poor condition of local roads was one of four concerns for 46 per cent of motorists this year, up from 38 per cent last year. And 58 per cent of drivers believe local road conditions where they live have deteriorated over the past year, up from 52 per cent in 2020. RAC's head of roads policy Nicholas Lyes said: "With Government data showing weekday car traffic is still not quite back to pre-pandemic levels, it's very worrying that our patrols are still attending a higher proportion of pothole-related call-outs in relation to all the breakdowns they go out to". In last month's budget, Chancellor Rishi Sunak announced £8 billion for filling millions of potholes, resurfacing roads, repairing bridges and upgrading key A roads. Well, that's all good, isn't it?

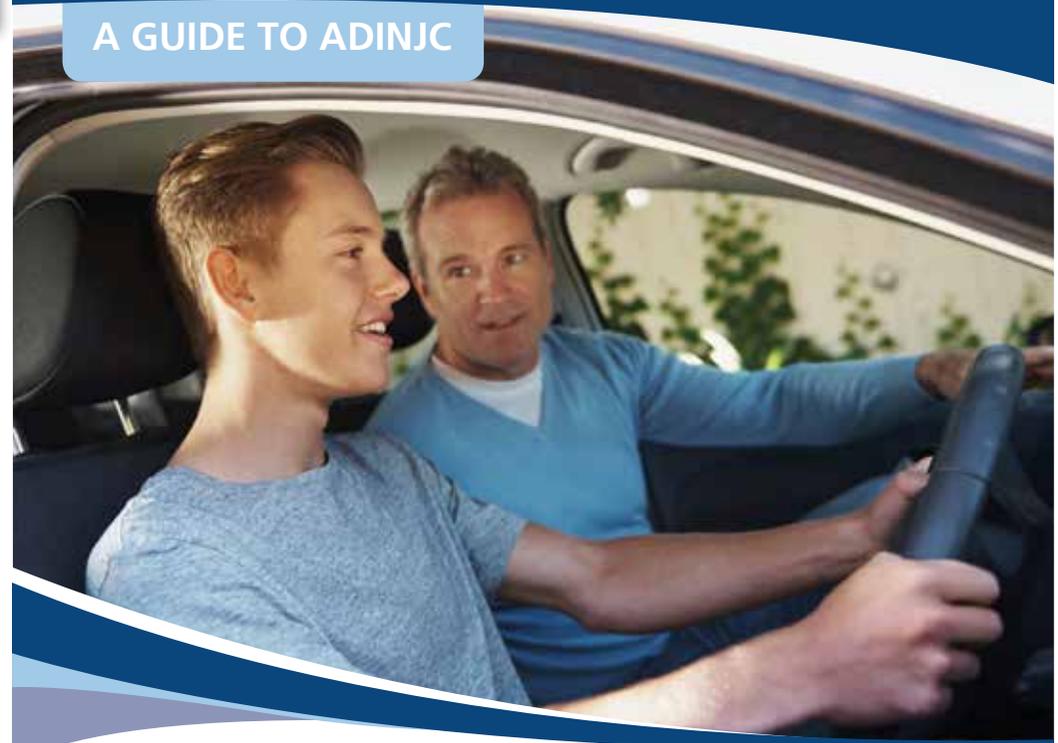
As this is my last column of 2021, I will take the opportunity to wish you all a Merry Christmas and a Happy and Peaceful New Year. And end with a topical cracker joke: What pantomime is the Government doing this year? Chris Whittington.

And finally,  
A jar of omega 3 vitamins fell on my head when I opened the cupboard. I sustained super fish oil injuries.  
I used to be addicted to the hokey cokey... But I've turned myself around – and that's what it's all about!

Til next time

*Adrian*

## A GUIDE TO ADINJC



### Professional Indemnity Driving Tuition

#### Why is Professional Indemnity cover so important?

Because we all make mistakes in life, including in our business operations as a driving instructor.

However, if you make a mistake in running your driving school, the consequences can be very serious. You could, for instance, be sued for vast sums of money. Professional Indemnity will provide you with protection in case someone decides to take action against you even when you haven't done anything wrong.

The ADINJC Professional Indemnity insurance, provides the valuable protection you need as a driving instructor offering professional advice to the public, to prevent this happening. It covers you when, as a result of negligence, you are sued for losses or damages by a third party. In short, it gives you peace of mind: if a claim is brought against your business, you won't have to worry about the financial implications of a lawsuit. The ADINJC policy provides £5 Million cover for each and every member, ensuring you have sufficient cover. The policy also has a low policy excess of £500 for each and every claim.

You can find details of Waveney Group Schemes by going to [www.driving-school-insurance.com](http://www.driving-school-insurance.com)

**Waveney**  
**Group Schemes**  
PART OF THE TOWERGATE GROUP  
**Tuition Insurance**

## Coaches' Corner



Hope you enjoyed the TEDx RBHigh talk from Paul Messerie last month 'Be. Believe. Become: Reclaiming the Authentic Self'. If you thought Paul was inspirational, you won't be disappointed with my final speaker for 2021. Lisa Marie Husby's TEDx talk from University of St Andrews entitled 'Life is just a set of new beginnings' is really worth a watch if you haven't seen it before. Lisa Marie is one of life's inspirational thrivers having survived a terrorist attack in Norway. Despite living through an extremely adverse set of life situations, she has managed to overcome many obstacles. Courage, emotional resilience and mental toughness at its very best. See what you think!



*Please do get in touch if you have any of your own favourite videos/ideas for sharing with us all. Please also remember that we welcome articles and especially coaching/client centred related so if any of you have already written some masterpieces, feel free to send them our way! That goes for coaches in our industry and beyond. Finally, if you have any coaching/client centred issues you have encountered/would like support with, please do let us know. Even if it's specific topics you'd like us to cover in more depth.*

## DIPOD - The Driving Instructors' Podcast

*Sponsored by ADINJC for the discerning ADI!*

**Show 186 - Expo reflections is the latest show**

Ah the beautiful memory of our Conference & Expo lives on in the latest DIPOD show! In show 186, Peter, Nick and Elliot take a reflective look back over the recent event we held in partnership with Intelligent Instructor. Listen to a selection of interesting interviews and feedback from the day recorded over a jam-packed 90 minutes. If you didn't manage to make Expo this year, remember we're offering you 2 chances next year on Sunday May 8th at Kempton racecourse, Middlesex and Sunday October 2nd at Heart of England Conference Centre, Coventry. Book ahead <https://events.intelligentinstructor.co.uk>



Catch up now if you haven't done so already and as always, these shows are not to be missed! Remember, the guys love to hear from you and your response to the show is always welcomed! Please tell a fellow ADI about DIPOD and help spread the word!

[www.dipod.co.uk](http://www.dipod.co.uk) Phone us **08432 892556** E-mail: [adi@dipod.co.uk](mailto:adi@dipod.co.uk)

Leave an audio message straight from your PC with the widget on our [contact page!](#)

**HELP!** - You may recall a few episodes ago, Mark Revill-Johnson <https://www.codezero.info> one of our New Zealand colleagues was on DIPOD. He's since been in touch to ask for our help. He is developing an app to link professional instructors to their friends and family supporters. New Zealand doesn't have a very large number of registered instructors so would appreciate it if you could spend a few minutes to [complete a short survey here](#).

**ADI**  
NATIONAL  
JOINT COUNCIL

ADIs working for ADIs.



## Approved Driving Instructors National Joint Council

The leading driving instructor organisation of its kind.  
Uniting local associations, groups and individuals.

We support, inform and represent our members.

### What our members say:

“May I just say that I am proud to be a member of such a caring society. A big “well done” to all you.  
- Dave Clark ADI

“Your work is relentless, just wanted simply to say THANK YOU for being there for us. I don't know what I would have done without ADINJC.  
- Susan Speight ADI

Find out more at [adinjc.org.uk](http://adinjc.org.uk), call **0800 8202 444**  
or email [secretary@adinjc.org.uk](mailto:secretary@adinjc.org.uk)

@ADINJC

## Latest from First Car

Twenty years since it was first introduced, the hazard perception test could soon be delivered using VR. Here's our free virtual reality hazard perception test practise tool to whet your appetite.

The **Hazard Perception Test** was first introduced back in 2002 and over the past twenty years, more than 25 million tests have been taken. Last year the average Theory Test pass rate was just 47.7% which means more people walked out of their test centre having failed, than passed. That's crazy, right? At £23 a go, the Theory and Hazard Perception test isn't cheap, plus it's time out of your day to visit the centre and sit the test. The fact is that many people simply try and take the test too soon and without enough hazard perception test practise. There are tonnes of great apps, books and websites that help you prep for your theory test but learning to spot hazards early is a real skill and it helps to have plenty of real on-road experience before you attempt the hazard perception test. The current hazard perception test is delivered using a flat screen, without a dashboard or wing/rear-view mirrors. You simply click the mouse when you see a developing hazard that would cause you to take action, such as change your speed or direction. You can find out more about the Hazard Perception test with the DVSA's official video [here](#).

### The future of Hazard Perception in VR

Whilst the test has been credited with improving the standard of driving on our roads and saving many lives, the 2D field of view doesn't really show what it's like out on the road. We all know to check our blind spot before overtaking, right? Well, that's hard to do on a flat screen. The good news is that Nottingham Trent University are leading the way in developing the next generation of hazard perception VR, in full virtual reality. [Read more here](#).

### Watch the video to learn more:

Try virtual reality hazard perception practise for free VR technology is still developing, and it could be years before learners take their hazard perception test using a headset. But in the meantime, using VR to improve your eye scanning and hazard perception skills will help you with your driving test. Commissioned by the Hertfordshire Road Safety Partnership, FirstCar have produced a 10-minute virtual reality hazard virtual reality hazard perception practise film. The video starts by offering new drivers some eye scanning and hazard perception tips, these include:



- How to recognise hazards early
- How to calculate a safe speed for the conditions
- Understanding vanishing points and how to use them
- Spotting clues to upcoming hazards
- Overcome distractions, such as passengers

After the tips, you'll be able to test your skills with four scenarios. Watch each one through and try to identify as many hazards as you can. Then the clip will replay, highlighting all the hazards you could have spotted.

### How to watch the film

If you own a headset then you can stream directly from YouTube, otherwise, we suggest using a phone or tablet to watch it on the YouTube app. The accelerometer in your device will allow you to move the screen to view the full 360-degree sphere.

And remember to turn your volume up.

[Click here to open in YouTube](#).

### Has COVID killed intensive driving courses?

An interesting article on intensive courses from First Car. [You can access it here](#).



## Search Click Drive - making a negative impact



Thank you to Nat Reed of the Gloucestershire group for alerting us to a website that is of some concern. The website is called 'Search Click Drive', and lists instructors to sell their services to learner drivers. However, as far as we can tell, they don't have permission from ADIs to list them. The site says "instructor's information in the first instance has been compiled using DVSA database we have reproduced some of the information to form the Search Click Drive directory database. We are using the information under the Crown Copyright Open Government Licence." And goes on to say that instructors were contacted in July 2018 to notify people about the site, but a non response resulted in an entry anyway. The listing contains names of people that are no longer teaching, and some that are no longer with us, so could cause stress to bereaved families. It may be that some people are aware of their listing, and are happy to be on the site. However, I have checked in my local area and not yet found anybody who is! We suggest that you should check out the listing for your area and see if you appear. If you are, and don't wish to be then there is a contact form you can complete to ask to be removed. You could also write to your local Trading Standards office. It may be that they are providing a service, we certainly haven't heard of anyone who has been defrauded. But you could warn your students and their friends to be careful if using the site, to make sure that they get the service they are paying for.

We've had a lot of correspondence from members about the newsflash we sent out about the website Search Click Drive. So far no-one has said that they have given permission for their names to be used on the site! We are aware that there are names of people that are no longer working ADIs (so without a licence), some that are now examiners, and some that are deceased. We have made DVSA aware of the website and they are looking into it. They tell us that they regularly get asked for this type of data but always refuse as they publish it themselves. Do continue to spread the word, and to ask for your name to be removed from the site if you don't want to be included. You could also write to Trading Standards. The Information Commissioner's Office will only take some action if the company haven't responded within one calendar month of your request.

It's certainly been another unusual year to put it lightly. As I step down and pass the baton to our new Editor, Welsh Ambassador Richard Spiers, I really wanted to say that I think we've all done remarkably well just to get through these past couple of years, mostly unscathed. I came across a blog recently on a top notch website with fantastic resources and wanted to share with you all. What we've experienced can be known as 'Collective trauma'. 'Collective trauma: Developing resilience in the aftermath' is an eye opening read from Allaya Cooks-Campbell and I do hope it brings you some light in what can seem much darker at times.

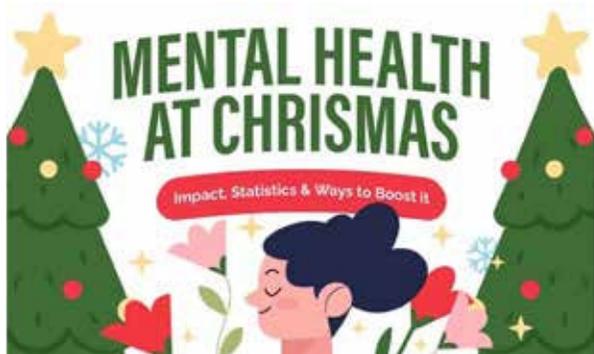
### Collective trauma: Developing resilience in the aftermath

By Allaya Cooks-Campbell



Click on image to read blog

Look after yourselves and your mental health this Christmas and New Year



Click on image to view full infographic

This time of year can be a particularly stressful period for some and this infographic visually illustrates the reasons why people may be negatively impacted by Christmas, and it also illustrates ways people can avoid or mitigate these factors too. You can view all the helpful information [here](#).

*Please please please do make that call to someone you trust if you feel isolated or you need to talk over anything troubling/overwhelming you during this festive season. BT used to have a strap line 'It's good to talk' and it genuinely is. Remember if you've been struggling with your emotional health prior to lockdowns, we've still got our talk line however, if you feel you have an issue or problem which you'd be prepared to share in a bid to help yourself and others who may be feeling the same way, please feel free to do so. Alternatively, if you feel yours is a deeply private and personal one, please do not feel any pressure to share. Most importantly, please don't go on struggling or feeling that you're on your own. Talking to someone you trust or writing things down that are worrying you is taking the 1st step. A huge thank you to all those who've listened to me, you know who you are and I feel truly blessed! ;-))*



ADIs working for ADIs.

## Approved Driving Instructors National Joint Council

The leading driving instructor organisation of its kind.  
Uniting local associations, groups and individuals.

We support, inform and represent our members.

### What our members say:

“Wow, ADINJC your crew are doing a wonderful job. We are so happy to be affiliated to you all. Thank you from Blackburn Association.  
- Linda Brooks

“Thank you for speaking up for ADI's and producing an excellent letter. A big thank you to the whole ADINJC team.  
- Mike, Vice Chair Sutton Area Driving Instructors Association

Find out more at [adinjc.org.uk](http://adinjc.org.uk), call 0800 8202 444  
or email [secretary@adinjc.org.uk](mailto:secretary@adinjc.org.uk)

@ADINJC



# DRIVING INSTRUCTOR INSURANCE EXPLAINED

Our guide walks you through the main features of driving instructor insurance and explains how you can keep your premium down with driving instructor insurance discounts. Get the advice to help protect your business.

## What is the difference to standard car insurance?

A standard private motor car insurance policy will cover you for social, domestic and personal use. Some policies also include cover for you to commute to and from a permanent place of work. So, if you drive the car to the same office every day, you will still be insured.

However, as a driving instructor you'll require business use for the driving test and tuition purposes. It is often more expensive than a standard private motor insurance, but it is extremely important to get the right cover to meet the demands and needs of a driving instructor.

## Why is it more expensive?

Driving instructor car insurance is typically more expensive than standard private motor insurance cover. This is because a driving instructor requires a number of additional covers not included as standard a part of a private motor insurance policy. These can include cover for:

- Any driver
- A replacement dual control car
- Negligent tuition cover
- Driving off road for drivers aged 14+
- Cover for hire and reward
- Cover for the examiner to drive your car
- Cover for modified vehicle (dual controls, sign written, disabled equipment, dual speedo)



For more information or to discuss your cover requirements contact our team on:

**01603 753 888**

[www.towergateinsurance.co.uk/driving-instructor-insurance](http://www.towergateinsurance.co.uk/driving-instructor-insurance)

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## DRIVING INSTRUCTOR INSURANCE EXPLAINED

### Driving Instructor Insurance - features explained

**Any Driver Cover** - It is essential for your policy to be issued on an any driver basis; this allows you to teach any licensed driver on the road irrespective of previous driving experience or other risk factors. This also allows the examiner to drive if required, as you will not be able to provide his or her details to your insurer prior to your pupil taking their test.

**Replacement Dual Control Vehicle Cover** - As a business car insurance policy it is important to ensure you get the correct replacement vehicle suitable for your needs. Most standard car insurance products will only offer you a non-dual controlled car in the event of a non-fault incident meaning you're unable to continue working. Many specialist driving instructor insurance providers will provide you with a dual controlled vehicle in the event of a claim. You should try to find a provider who will supply you with a guaranteed dual control replacement car within 24 hours to enable you continue teaching and sit any pre-booked driving tests. You should also consider how long you may need this vehicle for many providers will only supply a vehicle for a limited period try to find a provider who offers unlimited cover.

**Negligent Tuition Cover** - This cover extends you're driving instructor insurance policy to insure you and any driving instructor engaged by you to whom you have provided a vehicle which is insured under your policy, for your/their legal liability to pupils whilst driving instruction is being provided.

**Driving Off Road Driver Aged 14+** - Some driving instructor insurance policies provide extended cover to allow you to teach pupils off road who are aged 14 or over. This cover is only provided where it can be evidenced that the land you're using the vehicle on does not form part of

the Road Traffic Act 1988. "Restricted byway" means a way over which the public have restricted byway rights within the meaning of Part II of the Countryside and Rights of Way Act 2000, with or without a right to drive animals of any description along the way, but no other rights of way.

**Cover for Hire & Reward** - As a driving instructor you will be collecting money for giving lessons whilst carrying your client in the vehicle this requires hire and reward to be included within your policy for the purpose of driving tuition and test. Standard private motor policies will not include this type of cover.

- Dual controls
- Additional speedo
- Additional mirrors
- Sign writing
- Disabled driving equipment

**Modified Vehicle Cover** - As a driving instructor you will have a number of additional features added to your vehicle these can include:

- Dual controls
- Additional speedo
- Additional mirrors
- Sign writing
- Disabled driving equipment

Most standard car insurance policies will class these as modifications and will therefore not be able to provide cover. It is important to mention these to your insurance provider so that they then can note these on your policy and provide cover suitable for your needs.

## Driving Instructor Insurance discounts

Motorists usually pay more for driving instructor car insurance so it is important to try to keep costs down. One way to save money is to compare quotes from a number of different insurers - and it's easy with Towergate. We provide access to a panel of driving instructor car insurance companies and Lloyds Syndicates.

You can help to keep your driving instructor's car insurance premiums down by choosing a low group car, adding additional security or keeping your vehicle garaged over-night.

Insurance companies reward careful claim free drivers with lower premiums, so try not to claim unless the damage is serious. You can then build up a no claims discount and potentially cut the cost of cover by as much as 65%. No driving instructor wants to pay over the odds for business car insurance but it is also important to remember that the cheapest policy is not always the best. You might, for example, want to pay a little bit extra for more extensive cover. This could save you money in the long run, for example it could provide you with a replacement vehicle for a longer period keeping your business on the road.

For more information or to discuss your cover requirements contact our team on:

**01603 753 888**

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## Big Learner Relay rocked! Did you get your spots on?

Friday 19th November saw activity all over the UK as instructors went out with their students to draw a big Pudsey, and several hearts over the map of the UK. As you can see, it was successful and a lot of fun was had by all, with donations for BBC Children in Need still coming in. Well done to the team at MyDriveTime for the technical support that made it all happen.

If you haven't done so already, you can help the total to grow with this [link](#).

Thank goodness for a GREAT news story for a change! For those of you who didn't know, BLR used the 'track and trace' concept to drive a route that was tracked on an app (thanks to Dan Hill at [MyDriveTime](#) for his hard work designing an app for them to use.)



## Generosity central!

A very impressive sum in excess of £15,000 was raised

We proudly salute you all. Jolly well done to Lou and her many friends including our Sue and Tina who helped support the biggest event on the calendar this year, just like so many previous years. If you haven't already donated, it's never too late to give what you can afford to such a heart warming and worthwhile cause all in aid of BBC Children in Need. Here are the links to Sue's Just Giving page, the BLR webpage and BLR facebook page. A mega thank you to everyone who helped out in so many different ways!

<https://www.justgiving.com/fundraising/sue-duncan4>

<https://appeal.donr.com/pass>

<https://www.facebook.com/thebiglearnerrelay/>

A whopping £39m was raised this year at BBC charity show

<https://www.bbc.co.uk/news/uk-england-manchester-59344072>

## Articles we have sent out via Email this Month

- DVSA - Supporting our vocational training industry with recent changes to vocational testing
- DVSA - Change to the Approved Driving Instructor registration reminder
- DVSA - Preparing for the change to vocational testing: 6 things you can do
- The Big Learner Relay Draws Pudsey!
- NASP letter to MPs on B+E vote
- Your weekend reading
- DVSA - Car and trailer legislation changes
- Warning!
- NASP Update on B+E
- Weekend items
- NASP guidelines on wearing face coverings in England from 30th November 2021
- Traffic Safety Roads - December
- DVSA items - face coverings in England; Update on planned changes to licence acquisition
- Association Meeting
- DVSA - Requirements for face coverings - England and Wales
- Expo South - speakers announced!
- Weekend Bits 'n Pieces

And much more!



*Thank you to everyone who contributes and helps ADINJC, most especially our magnificent Sponsors. For the last time, my thanks to all of those people involved who've contributed to the newsletters along the way and especially Rob aka the magician at the design studio! For those who would like to help my successor Richard Spiers by contributing to the newsletter in 2022, especially articles, please do get in touch with Richard directly richspiers@icloud.com*

*Now I'm feeling a bit like Suzy at Marmalade, welling up at the thought of this chapter ending but looking forward to new beginnings as I don't get on with new years resolutions! Take care out there everybody and it's been an absolute honour and blast talking to you through the medium of this newsletter each month. Take care and enjoy yourselves. I wish you the full compliments of the season and all the very best for 2022. Parv :)*



## And Finally - a quote...

*"Christmas will always be as long as we stand heart to heart and hand in hand."*

*Dr. Seuss - how the grinch stole Christmas*